SPRÁVA ŽELEZNIC

Network Statement on Nationwide and Regional Railways

Valid for the Preparation of the Timetable 2021 and the Timetable 2021

in Force as of 12.12.2019

Ref. No. 70496/2019-SŽDC-GŘ-O5

Content

1 General information

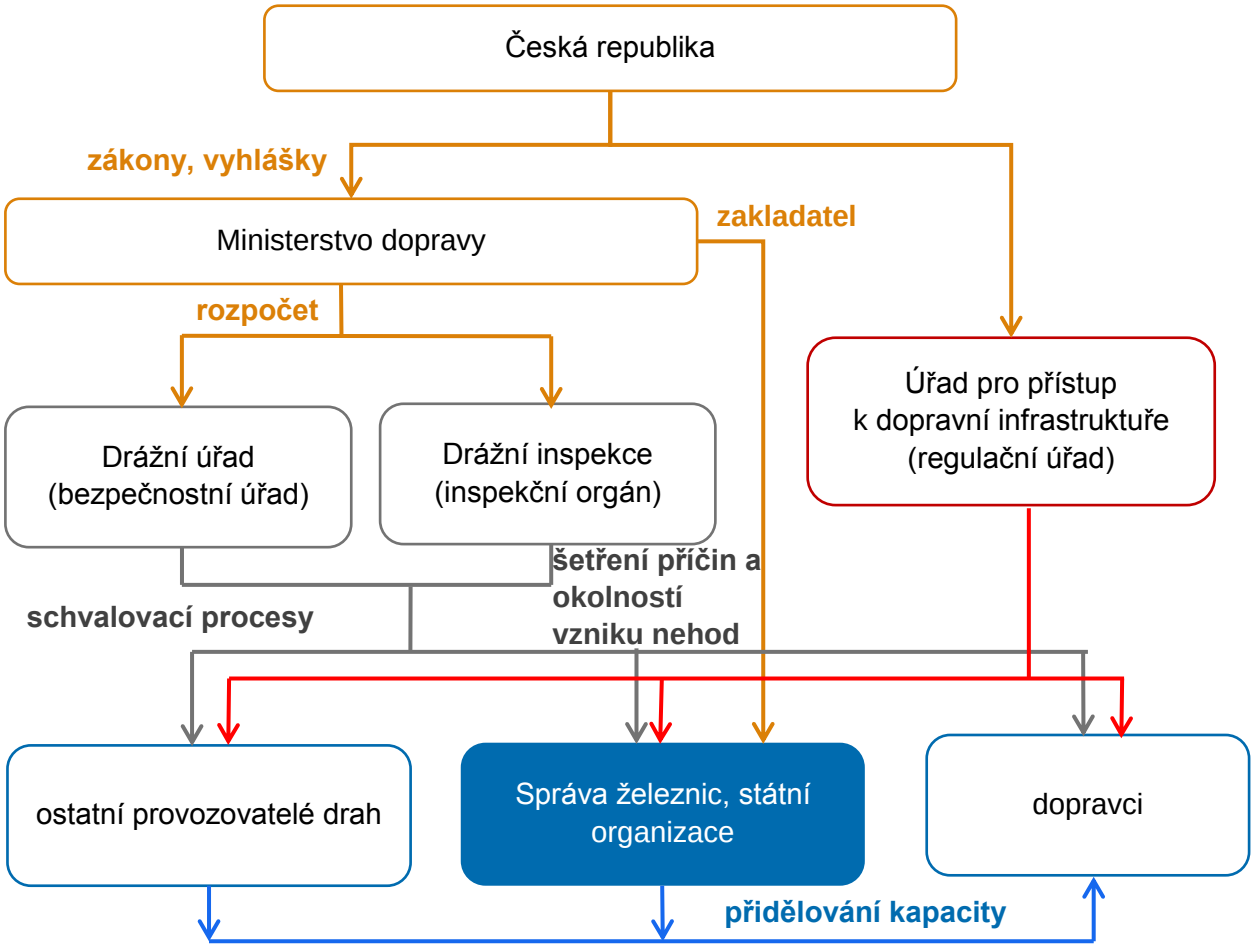
1.1 Introduction

Správa železnic, státní organizace (hereinafter referred to as "Správa železnic") is a state organization under public law. Správa železnic wishes to contribute to sustainable mobility within the European rail network in order to boost economic and social development in the Czech Republic.

As the Czech Republic rail Infrastructure Manager (IM), Správa železnic offers its customers (Railway Undertakings (RUs) and non-RU applicants), a competitive and qualitative railway infrastructure, adapted to their needs. In addition to the daily management, maintenance and further development of this infrastructure, Správa železnic is also responsible for the control and the safety of all train traffic

The Rail Systems Act No. 266/1994 Coll. gives the Správa železnic task of drafting and publishing the network statement (NS).

The position of Správa železnic in the Czech Republic railway sector is shown by the



organisation chart below:

1.1.1 State Administrations in the Affairs of Railway Infrastructure

The state administration of railways is carried out by the Transport Infrastructure Access Authority, the Railway Safety Inspection and the railway administration authorities, which in

the case of nationwide and regional railways are represented by the Ministry of Transport and the Railway Authority.

1.1.1.1 Ministry of Transport of the Czech Republic

Ministry of Transport, ID No.: 66003008, based at Nábřeží L. Svobody 1222/12, 110 15 Prague 1, as the railway administration authority:

a) decides on the inclusion of the rail system in the category and the cancellation of the nationwide or regional rail systems, subject to the agreement with the Ministry of Defence,
b) decides on the change of the category of the nationwide railway to another railway category and on the change of the category of a railway other than the nationwide railway to the nationwide railway subject to the agreement with the Ministry of Defence,
c) is the appellate authority in the administrative proceedings in matters governed by the Rail Systems Act against the decisions made by the Railway Authority and the Rail Safety Inspection, where it is stipulated by the regulation,
d) submits its views on territorial development policy and planning documentation with respect to interests and intentions of the railway infrastructure,

For more information, visit the website of the Ministry of Transport – www.mdcr.cz.

1.1.1.2 Úřad pro přístup k dopravní infrastruktuře

Úřad pro přístup k dopravní infrastruktuře, ID No.: 05553521, based at Myslíkova 171/31, 110 00 Prague 1, is the central administrative authority for::

a) use of rail and air transport infrastructure and access to it,
b) use of service facilities for railway transport infrastructure services and access to these facilities,
c) price control in the field of using railway transport infrastructure and service facilities according to the Act regulating the competence of the authorities of the Czech Republic in the field of prices and
d) provision of support for the operation of the European electronic toll service..

Úřad pro přístup k dopravní infrastruktuře:

a) decides whether the prevailing purpose of interstate passenger rail transport is the passenger transport between two or more Member States,
b) decides if passenger rail transport operated without a public service contract for passenger transport may endanger the economic balance of passenger rail transport operated under a public service contract.
c) decides if any of the parts of the published Network Statement is not in conflict with the Rail Systems Act,
d) decides whether the extent of the allocated capacity or the procedure for its allocation is not in conflict with the Rail Systems Act,
e) decides on a proposal of one of the contracting parties to the rail transport operation contract or by virtue of office whether such a contract is not in conflict with the Rail Systems Act.
f) reviews the decision of the operator of the siding and decides, whether the siding is accessible or inaccessible for the public,
g) reviews the decision of the service facility operator to refuse to provide services,
h) at the request of the railways operator, approves a plan to limit railway operation.

For more information, visit www.updi.cz.

1.1.1.3 Drážní úřad

Drážní úřad, ID No.: 61379425, based at Wilsonova 300/8, 121 06 Prague 2, as a railway authority subordinated to the Ministry of Transport, exercises railways competence on the

railway infrastructure pursuant to the Rail Systems Act or in compliance with a specific regulation, with the exception of matters in which the Ministry of Transport or a municipality decide.

Rail Authority:

a) is a special building authority for railway structures and structures on the railway,
b) decides about issuing official licences for rail operation,
c) decides about issuing licences for railway transport operation,
d) issues certificates on the safety of the rail system operator and carrier certificates,
e) issues and withdraws engine driver licences,
f) issues licences on competence for persons to drive rail vehicles,
g) issues certificates on the competence of specified technical equipment such as pressure,
h) gas, electric, lifting, transport and railway vehicles,
i) issues certificates of professional competence for carrying out reviews, inspections and tests of specified technical equipment in service,
j) imposes fines according to the Construction Act and the Rail Systems Act,
k) performs state construction supervision and state supervision in matters of railway infrastructure.

For more information, visit the website of the Drážní úřad - www.ducr.cz

1.1.1.4 Drážní inspekce

Drážní inspekce is an administrative authority subordinate to the Ministry of Transport, ID: 75 00 95 61, based at Těšnov 1163/5, 110 00 Prague 1, which investigates the causes and circumstances in case of serious accidents on the railway, except for specific railways. The causes and circumstances of the occurrence of other emergency events on railways may be investigated by the Railway Inspectorate, if appropriate in view of their severity, repeatability, sequence or their impact on the track operator and the carrier.

For more information, please visit the Drážní inspekce website - www.dicr.cz

1.1.2 Basic Information on the Capacity Allocator

The function of capacity allocator is held on state-owned railways. The Railway Administration, except for sections of state-owned railways from the state border of the Czech Republic to the nearest railway station, where the railway operator is the allocator. The Railway Administration also performs the function of an allocator on the Sedlnice - Mošnov, Ostrava Airport line, where it is the railway operator, and on the basis of a contractual relationship also on the Kraslice st.hr. - Kraslice.

The origin of Správa železnic, its duties and rights are stipulated by Act No. 77/2002 Coll., on České dráhy, a.s. Správa železnic, státní organizace and amending Act No. 266/1994 Coll., On Railways, as amended by later regulations and Act No. 77/1997 Coll., on State Enterprise, as amended.

Name of organisation: Správa železnic, státní organizace

Legal form: State organisation

Founder: Czech Republic

(the Ministry of Transport is entrusted with the function of the founder)

Registered office: Dlážděná 1003/7, 110 00 Praha 1 - Nové Město

Identification number: 70994234

Date of incorporation: 01/01/2003

For more information, visit the Správa železnic website www.spravazeleznic.cz.

Správa železnic performs the function of the owner and the operator of the railway infrastructure according to a specific legal regulation consisting of:

- ensuring the operability of the railway infrastructure,
- ensuring the operation of the railway infrastructure,
- ensuring modernisation and development of the railway infrastructure.

The operation of the nationwide and regional railways in the public interest is one of the basic duties of Správa železnic as a legal entity responsible for the management of the state owned railways.

Správa železnic ensures activities related to the operation of nationwide and regional railways owned by the state. As the operator of the railway, Správa železnic shall designate additional rights and obligations of carriers and third parties by means of its internal regulations. It ensures that these activities are carried out by competent personnel and checks if the internal regulations are observed. Furthermore, it draws up an annual timetable for the organisation of railway transport management, carries out statistical and registration activities, concludes contracts for rail transport operation with the carriers, plans and coordinates traffic closures, inspects the possibilities of transportation of exceptional items, is responsible for coordination and negotiation of operational, technical and technological measures with carriers. The outputs from these activities are used for the operational management of rail transport in pursuit of efficient and economical use of the railway.

As part of Správa železnic's activities, OneStopShop service is provided, which stands for the sale of interstate train routes in cooperation with neighbouring infrastructure managers.

For more information see Chapter1.10.1.

For more information, please visit http://provoz.spravazeleznic.cz runway portal (hereinafter as the "Infrastructure Operation Portal").

1.1.3 Basic Information on State Owned Railways Operators

The Trutnov – Svoboda nad Úpou and Sokolov – Kraslice regional railways are operated under the lease agreement by PDV RAILWAY a.s.

Railway operator:	PDV RAILWAY a.s.
Registered office:	Blahoslavova 937/62, 400 01 Ústí nad Labem
ID No.:	22792597
Tax ID No.:	CZ22792597
Legal form:	Joint-stock company
Tel:	+420 475 351 511
Fax:	+420 475 351 500
E-mail:	info@pdvr.cz
Web:	www.pdvr.cz/

The Milotice nad Opavou – Vrbno pod Pradědem regional railway is operated under the lease agreement by PKP CARGO INTERNATIONAL a.s.

Railway operator:	PKP CARGO INTERNATIONAL a.s.
Registered office:	Hornopolní 3314/38, 702 62 Ostrava - Moravská Ostrava
ID No.:	47675977
Tax ID No.:	CZ47675977
Legal form:	Joint-stock company
Tel:	+420 596 166 111
Fax:	+420 596 116 748
E-mail:	obchod@pkpcargointernational.com
Web:	www.pkpcargointernational.com

PKP CARGO INTERNATIONAL a.s. based on the valid official permit with Reg. No. UP/1997/8005 issued by the Rail Authority on 30/12/1997, is the operator of the Milotice nad Opavou – Vrbno pod Pradědem regional railway.

Správa železnic is the operator of the nationwide and other regional railways owned by the state.

For more information see Chapter 1.1.2

1.2 Objective

The Network Statement's objective is to inform Applicants, the authorities and other interested partiesabout Správa železnic infrastructure, and the terms and conditions for allocation of capacity and use.

The Network Statement presents the services that the Správa železnic offers, with information regarding where they are accessible, how the allocation of services functions, which charges apply, and the conditions that apply for gaining access to the services.

The Network Statement is produced in accordance with Directive 2012/34/EU and Rail Systems Act No. 266/1994 Coll..

1.3 Legal Framework

In Czech Republic, basic legal conditions for the construction of railways, the conditions for the operation of railways, the operation of railway transport on these railways, as well as rights and obligations of natural and legal persons associated with them are stipulated by the Rail Systems Act and its implementing regulations, as amended, as well as directly effective regulations of the European Union.

Selected regulations are published on the website of the Ministry of Transport http://www.mdcr.cz/Dokumenty/Drazni-doprava/Legislativa-v-drazni-doprave.

1.4 Legal Status

1.4.1 General Remarks

The obligation to issue and publish the Network Statement is imposed on Správa železnic in accordance with Section 33 of the Rail Systems Act.

Personal data of Správa železnic employees and rail transport operators that are made available to rail operators for the purposes of rail system operation are processed in accordance with Regulation 2016/679 of the European Parliament and of the Council on Protection of Natural Persons with Regard to the Processing of Personal Data.

1.4.2 Liability

When concluding a contract for the operation of rail transport between Správa železnic, as a capacity allocator and railway operator, and the applicant, the conditions stated in this Network Statement are binding on both Contracting Parties.

Správa železnic continuously monitors if the text and data published in the Network Statement are correct, with the exception of the data provided or authorised by external suppliers.

Správa železnic is not responsible for the data and texts provided to the railway operator or service management.

1.4.3 Appeals Procedure

The Rail Systems Act imposes the processor the Network Statement under the obligation of allowing interested persons to comment on its content at least 30 days before the date of its publication. Správa železnic publishes the draft of the Network Statement on the Infrastructure Operation Portal. Správa železnic shall publish the Network Statement no later than 12 months before the day when the annual timetable comes into force in a way allowing remote access. If any of the data contained in this Statement are changed, Správa železnic shall record the change and re-publish the Network Statement in a way allowing remote access and indicate the changes made therein.

The Transport Infrastructure Access Authority shall, on the proposal of the applicant for the allocation of the capacity of the railway or ex-officio, decide whether any of the parts of the published Network Statement are not in contradiction with the Rail Systems Act. If the Network Statement was published due to data changes contained therein, the proposal can only be submitted for these changes. The applicant´s proposal for capacity allocation must include details about the specific part of the Network Statement that is contrary to the Rail Systems Act, about the nature of the conflict, and the identification of evidence needed to prove it. If the Transport Infrastructure Access Authority decides that any part of the Network Statement is in conflict with the Rail Systems Act, it shall set a reasonable time limit in the decision after which no such part can be used. The capacity allocator shall replace the part, which is in conflict with the Rail Systems Act, with a new part, which will be incorporated in the re-published Network Statement. The Transport Infrastructure Access Authority is obliged to issue a decision no later than 40 days from the date of commencement of the proceedings.

1.5 Structure of the Network Statement

The structure of this NS follows the “Network Statement Common Structure”, adopted by European infrastructure managers belonging to RailNetEurope (see 1.10), on the basis of the applicable legal framework. The document is revised annually and the most recent version is available on the RNE website (http://www.rne.eu/network-statement). The goal of this Common Structure is that all applicants and interested parties can find the same information at the same place in the NS of other countries.

The NS is thus structured in 6 sections constituting the main document and appendixes giving further details:

Section 1 gives general information about the NS and contacts

Section 2 defines the legal requirements and access proceedings to the railway network

Section 3 describes the main technical and functional characteristics of the railway network

Section 4 sets the procedure for the allocation of the train paths

Section 5 lists the services provided by (name of the IM) and other service facilities managers

Section 6 refers to the charging of the provided services as well as incentive schemes.

1.6 Validity and Updating Process

1.6.1 Validity Period

The Network Statement applies to capacity requests and execution of Timetable 2020. Timetable starting on Sunday 13 December 2020 00:00 and ending on Saturday 11 December 2021 24:00. The present Network Statement comes into force on 12 December 2018.

1.6.2 Updating Process

Správa železnic regularly updates the Network Statement and edits it if necessary. The current version is published on the capacity allocator`s website (www.spravazeleznic.cz).

In line with the further development of the common structure of the Network Statement within RNE, this Statement will be modified for the period of validity of the upcoming annual timetable.

1.7 Publishing

The Network Statement is drawn in Czech and published in Czech and English on the Správa železnic's website (www.spravazeleznic.cz) where it is available free of charge in electronic format. In the event of a conflict between the language versions, the Czech version of the Network Statement will be used primarily.

1.8 Contacts

See the Annex "A".

1.9 Rail freight Corridors

The Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight became effective on 9 November 2010. This Regulation required Member States to establish international market-oriented Rail Freight Corridors (RFCs) in order to meet the following goals:

- strengthening co-operation between IMs on key aspects such as the allocation of paths, deployment of interoperable systems and infrastructure development,
- finding the right balance between freight and passenger traffic along the RFCs, giving adequate capacity for freight in line with market needs and ensuring that common punctuality targets for freight trains are met,
- promoting intermodality between rail and other transport modes by integrating terminals into the corridor management process.

Správa železnic participants in RFC Baltic-Adriatic (RFC 5), RFC East and East-Mediterranean (RFC 7), RFC North-Baltic (RFC 8) and RFC Rhine-Danube (RFC 9). For a detailed description of RFCs that Správa železnic is a member of, please visit the following websites:

- RFC "Baltic-Adriatic" – www.rfc5.eu,
- RFC "East and East-Mediterranean" – www.rfc7.eu,
- RFC "North-Baltic" – www.rfc8.eu,
- RFC "Rhine-Danube" – www.rfc9.eu.

1.10 RailNetEurope – international cooperation between Infrastructure Managers

Správa železnic is a member of RailNetEurope (RNE), which is an umbrella organisation of European railway Infrastructure Managers and Allocation Bodies (IMs/ABs). RNE facilitates

international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools (see chapter 10.1.2).

You can find more information about RNE on http://www.rne.eu/organisation/rne-approach-structure/.

1.10.1 One Stop Shop (OSS)

A network of One-Stop Shops (OSS) represents the IMs in international traffic. They constitute a single point of contact for the entire international route of a rail service, from the initial questions related to network access to international path requests and performance review after a train run. Správa železnic also operates an OSS.

A list of OSS contact persons in Europe is available at: http://www.rne.eu/organisation/oss-c-oss/.

1.10.2 RNE tools

1.10.2.1 Path coordination system (PCS)

PCS is an international path request coordination system for Railway Undertakings (RUs) and other Applicants, Infrastructure Managers (IMs), Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties. Furthermore, PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on RFCs.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: support.pcs@rne.eu.

More information can be found on http://pcs.rne.eu

1.10.2.2 Charging information system (CIS)

The CIS is an infrastructure charging information system for Applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems.

Access to CIS is free of charge without user registration.

More information can be found on http://cis.rne.eu or can be requested via the RNE CIS Support: support.cis@rne.eu.

1.10.2.3 Train information system (TIS)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from Správa železnic's systems and all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. RUs and terminal operators may also be granted access to TIS and they can join the RNE TIS Advisory Board. All members of this Board grant all other members full access to TIS data if they are involved in the same train run. Without it, mutual agreements have to be signed between RUs and between RUs and terminal operators.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: support.tis@rne.eu.

More information can be found on http://tis.rne.eu.

2 Access condition

2.1 Introduction

Section 2 of this Network Statement describes the terms and conditions related access to the railway infrastructure managed by Správa železnic.

These terms and conditions also apply on the part of the freight corridors which pass through the railway infrastructure managed by Správa železnic.

2.2 General Access Requirements

2.2.1 Conditions for applying for capacity

An application for capacity allocation from Správa železnic may be filed by a legal or natural person who holds a valid licence or a person who does not hold a valid licence and has complied with all legal conditions. A person without a residence in the Czech Republic intending to submit an application for railway capacity allocation for the purpose of operating cross-border passenger rail transport shall notify of this fact to the Transport Infrastructure Access Authority no later than 2 months before submitting the application in a due form for capacity allocation within the annual timetable. Any person intending to submit an application for railway capacity allocation for the purpose of operating passenger rail transport without a public passenger transport service contract shall notify of this fact no later than 2 months before the application is filed to the Transport Infrastructure Access Authority.

2.2.2 Conditions for access to the railway infrastructure

Passenger rail transport on nationwide or regional railways may be operated, in compliance with the conditions laid down by the Rail Systems Act, by a legal or natural person which:

a) is a resident of the Czech Republic if it is not resident of a Member State of the European Union operating cross-border passenger rail transport;
b) holds a valid licence;
c) has concluded a contract with the railway operator for the operation of rail transport, unless the railway operator and the carrier is one person;
d) is a holder of a valid certificate of a carrier (the certificate of safety for the operation of railway transport on nationwide and regional railways in the Czech Republic is issued on request by the Railway Authority);
e) is financially eligible to operate rail transport. Financial capacity is proved by the carrier to the Rail Authority and it is understood as an ability to financially secure the commencement and due operation of rail transport for at least 12 months. The carrier is not financially eligible if its bankruptcy is settled by an insolvency court's decision to declare bankruptcy of the debtor's assets or to authorise a reorganisation or where the insolvency court has decided to cancel the bankruptcy because the debtor's property is completely insufficient for the creditors` satisfaction or the carrier owes tax arrears, insurance premiums, social security penalty payments, a contribution to the state employment policy or general health insurance premiums;
f) has a paid insurance of liability for damages caused by the operation of railway transport and premiums during the entire period of operation of rail transport, while on the railways operated by Správa železnic the minimum amount of insurance benefit is set at CZK 50,000,000;
g) has the allocated railway capacity in the whole range of railway transport operation – rail capacity on the nationwide railway and regional railways owned by state is allocated by Správa železnic;
h) has agreed the price for the use of railway for train according to the price regulations and the payment method;
i) has negotiated with the operator of the railway special technical and operating conditions for the transport of exceptional consignments or loading capacity of the railway vehicle.

Freight rail transport on a nationwide or regional railway may be operated, in compliance with the conditions laid down by the Rail Systems Act, by a legal or natural person which:

a) holds a valid licence;
b) has concluded a contract for the operation of rail transport with the railway operator, unless the railway operator and the carrier are one person;
c) is a holder of a certificate of a carrier (the certificate of safety for the operation of railway transport on nationwide and regional railways in the Czech Republic is issued on request by the Railway Authority);
d) is financially eligible to operate rail transport. The carrier demonstrates its financial eligibility to the Railway Authority by proving its ability to financially secure the commencement and proper operation of rail transport for at least 12 months. The carrier is not financially eligible if its bankruptcy is settled by an insolvency court's decision to declare bankruptcy of the debtor's assets or to authorise a reorganisation or where the insolvency court has decided to cancel the bankruptcy because the debtor's property is completely insufficient for the creditors` satisfaction or the carrier owes tax arrears, insurance premiums, social security penalty payments, a contribution to the state employment policy or general health insurance premiums;
e) has a paid insurance of liability for damages caused by the operation of railway transport and premiums during the entire period of operation of rail transport, while on the railways operated by Správa železnic the minimum amount of insurance benefit is set at CZK 50,000,000;
f) has the allocated railway capacity in the whole range of railway transport operation – rail capacity on the nationwide railway and regional railways owned by state is allocated by Správa železnic;
g) has agreed the price for the use of railway for train according to the price regulations and the payment method;
h) has negotiated with the operator of the railway special technical and operating conditions for the transport of exceptional consignments or loading capacity of the railway vehicle.

For more details about the contract, see Chapter 2.3.1.

2.2.3 Licences

A licence to operate rail transport issued by an authority of a Member State of the European Union is valid on the territory of the Czech Republic.

In the Czech Republic, the licence for the operation of railway transport on the nationwide and regional railways is issued by the Railway Authority based at Wilsonova 300/8, 121 06 Prague 2.

The licence may be issued under the terms of the Rail Systems Act, i.e. if the applicant:

a) is over 18 years of age and, in the case it is a natural person, is fully legally competent,
b) is without criminal report,
c) is professionally competent,
d) is financially illegible,
e) has not seriously violated labour-law regulations,
f) has not seriously breached customs regulations, in the case of an authorisation to operate rail freight transport,
g) is insured as of the date of commencement of rail transport operation in the case of an obligation to compensate for the damage caused by such operation and
h) is a resident of the Czech Republic.

For more information visit www.ducr.cz.

2.2.4 Safety Certificate

As of the date of the commencement of rail transport on the nationwide and regional railways the carrier shall be a holder of the carrier's certificate indicating the mode of transport and the range of services to which it applies. The certificate is issued upon the carrier`s request by the Rail Authority, based at Wilsonova 300/8, 121 06 Prague 2. The carrier's certificate consists of:

a) parts certifying actions taken by the carrier to meet the requirements of the internal organisational structure and management system for rail transport and the establishment of a rail safety management system, which is a set of organisational and technological measures for the safe operation of rail transport,
b) parts certifying measures taken by the carrier in order to meet the conditions of professional competence of persons providing railway transport operation, conditions stipulated by the Rail Systems Act on operation of railway vehicles and specific technical equipment for the issue of internal regulations for the operation of railway transport, operation of railway vehicles, operation of specific technical equipment, requirements for the professional competence and knowledge of persons providing rail transport operations and the way they are reviewed, including a system of regular training.

A carrier who holds a carrier certificate issued by an authority of another Member State of the European Union shall receive upon fulfilment of the legislative requirements a certificate from the Rail Authority with only the parts referred to in Subparagraph (b) above.

For more information, visit www.ducr.cz

2.2.5 Cover of liabilities

A carrier who operates rail transport on a nationwide or regional railway is obliged to comply with the requirements of the Rail Systems Act in relation to financial eligibility and insurance:

a) financially ensure the proper operation of rail transport throughout the period of validity of the licence,

b) as of the date of commencement of the railway transport, negotiate insurance for liability for damages from the operation of railway transport, pay the insurance premiums and have this insurance agreed and premiums paid for the whole period of operation of railway transport, subject to a minimum amount of indemnity set at CZK 50,000,000 for railways operated by Správa železnic.

2.3 General Commercial Conditions

Správa železnic allocates railway capacity at a price negotiated according to the pricing regulations by setting the frame time routes of trains. It allocates railway capacity for the duration of the annual timetable.

2.3.1 Contracts with RUs

The safe operation of railway transport requires the cooperation of all parties involved. In this process, these are the carrier, the rail operator and the railway owner. Their mutual relations are defined by a bilateral agreement.

For a carrier which enters a railway for the purpose of operating rail transport, this is a contract for the operation of rail transport on the nationwide and regional railways concluded by the carrier and the railway operator.

The carrier is obliged to operate rail transport in accordance with a contract for operation of railway transport concluded with the railway operator. The railway operator is obliged to provide the carrier with contractually negotiated services in standard quality and on a non-discriminatory basis.

The carrier and the operator of a railway on which the traffic is to be operated may not deviate from the contents of this Statement when concluding or amending the contract for operation of railway transport.

Should there be a dispute between the railway operator and the carrier regarding the compliance of the contract proposal with the Rail Systems Act, the Transport Infrastructure Access Authority will decide upon request of one of the contractual parties whether the contract proposal is in conflict with the Rail Systems Act.

2.3.1.1 A contract between RU and Správa železnic as a allocation body and infrastructure manager

Commercial terms and conditions shall be negotiated by Správa železnic with the RU prior to the commencement of the operation of rail transport, by concluding a bilateral contract.

The subject of the contract is to regulate the mutual rights and obligations of the contracting parties in:

a) allocation of rail capacity on the nationwide and regional railways on which Správa železnic is the capacity allocator,
b) operation of rail transport on the nationwide and regional railways operated by Správa železnic,
c) use of service facilities operated by Správa železnic and the use of services directly related to the operation of railway transport on nationwide or regional railway provided by Správa železnic.

The contractual terms and conditions for the use of the railways on routes rented to a third party are governed by separate contracts between the carrier and the tenant of the relevant regional railway.

The standard format of the contract between the carrier and Správa železnic as the capacity allocator and railway operator:

S M L O U V A
o provozování drážní dopravy na celostátní dráze
a regionálních dráhách

Příloha 1	***Vnitřní předpisy provozovatele dráhy***
Příloha 2	***Sumární přehled fakturovaných cen za použití dráhy jízdou vlaku***
Příloha 3	***Sumární přehled sankce za nevyužitou nebo odřeknutou přidělenou kapacitu***

For more information see Section 5.

2.3.1.2 Contract between the RU and PKP CARGO INTERNATIONAL, a.s. as the infrastructure manager

PKP CARGO INTERNATIONAL a.s., as the infrastructure manager of the Milotice nad Opavou – Vrbno pod Pradědem regional railway, enables the operation of rail transport on the relevant regional railway only to carriers that meet the conditions for operating rail transport pursuant to Act No. 266/1994 Coll., on Railways, as amended, under a contract concluded for the operation of rail transport when complying with the conditions stipulated by the contract. The conclusion of the contract can be requested in writing at the address of the company (PKP CARGO INTERNATIONAL a.s., Hornopolní 3314/38, Ostrava, Moravská Ostrava, Post code 702 62, or email at the address:: draznilegislativa@ pkpcargointernational.com or via mailbox – ID: gv4cgeh .

2.3.2 Contracts with non-RU Applicants

A condition for allocating infrastructure capacity to an non-RU applicant is meeting legal requirements by the applicant and the conclusion of the Contract for allocation of capacity between Správa železnic and the non-RU applicant. The subject of this contract is to regulate the mutual rights and obligations of the contracting parties in requesting and allocating railway capacity and its subsequent use.

On freight corridors (see Chapter 1.9), the specific rules contained in Regulation 913/2010/EU, as well as other specific rules published in the Corridor Information Document of each corridor (CID), apply. These specific rules apply only to international freight trains operating under the rules of a particular freight corridor.

Standard format of contract between the applicant and Správa železnic:

SMLOUVA
o přidělení kapacity dráhy žadateli, který není držitelem platné licence

Článek 1	*Definice*
Článek 2	*Předmět smlouvy*
Článek 3	*Práva a povinnosti smluvních stran*
Článek 4	*Cena a platební podmínky*
Článek 5	*Platnost*
Příloha 1	*Kontaktní adresy jednotlivých IM pro určení dopravce žadatelem*

2.3.3 Framework Agreement

Správa železnic in accordance with Article 14 of Commission Regulation (EU) 2016/545 does not offer and does not newly conclude framework agreements for reservation of railway capacity.

2.4 Operating Rules

Basic operating rules on nationwide and regional railways are issued by the Ministry of Transport in the form of implementing decrees to the Rail Systems Act.

For more information visit www.mdcr.cz.

The specific list of operating rules that the carrier is obliged to observe when operating rail transport is determined in the contract between the carrier and the railway operator (see

Chapter 2.3.1.1). On European freight corridors (see Chapter 1.9), other specific rules published in the Corridor Information Document of each corridor (CID) apply. These specific rules apply only to international freight trains operating under the rules of a particular freight corridor.

2.4.1 Internal Regulations

In accordance to Rail Act Správa železnic issued the internal regulations stating the rules for organising and securing railway operation on nationwide and regional railways operated by Správa železnic and binding on carriers. The list of this internal regulations is published on the Infrastructure Operation Portal and is also included in the contract for operation of railway transport.

The basic internal regulations stating the rules of organising and securing railway operation on nationwide and regional railways which come into contact with railways of neighbouring countries (see 3.2.2), and on railways with remote-controlled signalling equipment, are supplemented or modified by other documents by the railway operator.

The Správa železnic has procedures in place to recognize the need for co-operation with other entities in areas where they share interfaces and which could influence the implementation of appropriate risk mitigation measures in line with the requirements of Commission Regulation (EU) No 1169/2010.

The basic internal regulations stating the rules for organising and securing railway operation on rented regional railways shall be laid down by the operator of the relevant regional railway.

Contacts to regional railway operators are listed in Chapter 1.1.3 and in Annex"A".

2.4.2 Mutual Communication between IM and RU

In compliance with the Commission Decision of 14 November 2012 on the technical specification for interoperability relating to the sub-system "transport operation and management" of the rail system in the European Union and amending Commission Decision 2007/756/EU, Czech language is the operation language on railway infrastructure operated by Správa železnic. On border railways, different operation language can be agreed by the operators of the railways.

The Infrastructure Operation Portal is one of the basic means of communication of Správa železnic, the railway operator, with carriers. It provides information about the railway infrastructure, such as access conditions, the border arrangements and the internal regulations of the railway operator, the description of the operated network (Railway situation tables, Basic transport documentation), closures on network operated by Správa železnic, including plans, closure commands and a list of slow train movements. Furthermore, current and planned utilities for the annual timetable together with information for the carriers, contacts to the Správa železnic dispatcher board and links to other applications of the railway operator, where access is offered to carriers, are published there.

The official website of Správa železnic (www.spravazeleznic.cz) is intended for communication with the public.

2.4.2.1 Ensuring mutual data communication between RU and Správa železnic within TAF/TAP TSI implementation

Správa železnic operates a Set of Operation Information Systems (SPIS). The respective systems are interconnected and mutually linked and cover the whole life cycle of the train from the submission of the rail route application up to final pricing for the use of the railway and train movement. For communication with carriers IS, standards defined in the Common European Implementation TAF/TAP TSI are followed. During successive implementation of TAF TSI (Commission Regulation (EU) No. 1305/2014) and TAP TSI (Commission Regulation No. 454/2011) and simultaneously with the operation of IS KAPO to ensure automated calculation of the cost for the use of the railway, train movement and other services of Správa železnic,

bilateral data communication between carriers` IS and the railway operator`s IS is being initiated. The conditions for mutual data communication between IS of the carriers and individual SPIS applications are published in the Infrastructure Operation Portal and are also subject to mutual agreement. Data communication of the IS of the carrier with the SPIS takes place in accordance with the above legislation by the exchange of defined messages via the Common interface. Specific access of the carrier´s IS to the individual SPIS applications is subject to the consent of the authorised representative of Správa železnic for data exchange with SPIS. Basic precondition of bilateral data communication between IS of RUs/Applicant to individual SPIS applications is allocation of company code according TAF TSI and TAP TSI. This precondition applies also to data input in form of access to Information systems of Správa železnic.

In some cases, Správa železnic offers access to its own IS as a full-featured option for data communication where carriers can use provided services.

The aim of SPIS is a maximally successful automation of the individual processes and activities of the railway operator leading to the on-line link of the carrier´s IS and the surrounding IM via the central RNE IS, as well as to automated calculation of the costs for railway capacity allocation, use of the railway by means of the train movement and other provided services. This replaces the previously predominant use of manually maintained records and increases the accuracy of all processes at the interface between carriers and Správa železnic and of the internal processes of the railway operator, which ultimately results in a higher quality and efficiency of the railway operator's activity.

For determining detailed conditions and rules of using SPIS and communication with SPIS, Správa železnic issues the regulation IS 10, the "Regulation for the Use of the Set of Operation Information Systems (SPIS)".

2.5 Exceptional Consignments

The consignment is considered exceptional any of the participating railway operators is required to adopt and implement specific technical or operational measures due to its external dimensions, weight or nature, taking into account the parameters used for the rail vehicles and railways affected by transport.

Exceptional consignments (hereinafter referred to as "EC") are:

a) consignments exceeding loading gauge (hereinafter referred to as "ELG"), vehicles exceeding the reference profile:

   - a consignment which, in its dimension, exceeds the loading gauge or the required loading width limitation,
   - consignments of combined transport load units exceeding the applicable loading gauge, whose code is higher than the code of the relevant route or which are transported on trains not designed for combined transport (the relevant train code is not provided) or load units are not loaded on approved coded wagons for combined transport,
   - a rail vehicle that exceeding with its kinematic or static outline the reference profile corresponding to the clearance profile of the track, unless the Rail Authority has provided otherwise.

b) Consignments of excessive weight:

   - the weight of the consignment exceeds the specified track load class on the respective railway (per axle or regular meter of the vehicle);
   - the weight of the load exceeds the vehicle's maximum load rating (load gauge grid/ additional data grid).

c) Consignments of excessive length:

- » solid load units on two wagons with swivelling bolster / sliding swivelling bolster,
- » consignments of flexible load units of more than 36m in length on more than one wagon.

d) Other consignments:

- » a rail vehicle that has been approved for operation under specific technical and operation conditions by the Rail Authority (as an exceptional consignment);
- » consignments loaded on wagons with more than 8 axles.

e) Other consignments with respect to the following regulations: CIM, AVV, UIC Loading Directive and Decree UIC 502-1:

- » a rail vehicle transported on its own wheels, which itself is the subject of a contract of carriage, not labelled using the RIV/RIC/TEN or in the loading capacity grid (e.g. CZ/ČD) under the conditions of the AVV General Contract of Use for Wagons, Annex 11, Article 2.1 or 2.2,
- » a cargo which is not stored and secured in accordance with international regulations (e.g. the UIC Loading Directive) and if no comparable alternative securing is available,
- » consignment that is to be transloaded to ships (ferry) if it does not comply with the conditions stated in the AVV General Contract of Use for Wagons (AVV, Annex 11, Appendix 1)
- » a cargo consignment that cannot be transported to its destination station without transhipment if it weighs more than 25 tonnes or is loaded on a well wagon (applies only for transhipment to rails with a different track gauge),
- » other consignments not mentioned above resulting from the European standards, Agreements and Conventions (e.g. UIC) .

Exceptional consignments may only be transported after the conditions specified by the operator have been met. The carrier is obliged to discuss EC transport on nationwide and regional railways operated by SŽDC with Správa železnic – URMIZA (Central Registry of Exceptional Consignments) according to Správa železnic Regulation No. D31, which defines rules for discussing, organising and assessing the possibility of EC transport. Správa železnic Regulation No. D31 applies the provisions of Decree UIC No. 502-1, which regulates the approval procedures in EC international transport.

EC transport in international transport has to be discussed and harmonised in advance with the cooperating carriers on railway infrastructure.

Decree UIC No. 502-1 is published by UIC on: http://www.uic.org/etf/codex/codex-resultat.php?codeFiche=502.

The list of departments/persons of railway operators and carriers that are authorised to discuss EC international transport is listed as MB 502-1_Annex E on the UIC website: http://www.uic.org/spip.php?article2145.

Contact information:

Správa železniční dopravní cesty, státní organizace
Department of Operation – URMIZA
Dlážděná 1003/7, 110 00 Praha 1 – Nové Město

Workplace:

Křižíkova 2, Praha 8

Tel: +420 972 244 761
+420 972 244 405
Fax: +420 972 244 690
e-mail: urmiza@spravazeleznic.cz
Contacts to operators of other regional railways are listed in Chapter 1.1.3 and in Annex"A".

2.6 Dangerous Goods

"Dangerous goods" means materials and objects of which the carriage is prohibited under the RID (Regulation concerning the International Carriage of Dangerous Goods by Rail) or authorised only under certain conditions.

The transport of dangerous goods by rail is legislated by the RID, and the following national legislation:

- Act No. 266/1994 Coll., on Railways, as amended.
- Government Regulation No. 1/2000 Coll., on Transport Regulation for Public Railway Freight Transport, as amended.
- Decree No. 376/2006 Coll., on the Safety System of Railways and Rail Transport and on Procedures for the Occurrence of Exceptional Events on Railways.
- Decree of the Ministry of Transport No. 100/1995 Coll. that stipulates the conditions for operation, construction and production of specified technical equipment and their specification (Rules of specified technical equipment).
- Government Regulation No. 208/2011 Coll., on Technical Requirements for Transportable Pressure Equipment.

In accordance with the RID provision, Správa železnic has developed the Internal Emergency Plans for the following train stations:

- Beroun seř.n.
- Brno-Maloměřice
- Břeclav přednádraží
- Bohumín-Vrbice
- Česká Třebová směr.sk.
- České Budějovice seř.n.
- České Velenice
- Děčín hl.n.
- Domažlice
- Havlíčkův Brod
- Hněvice
- Horní Dvořiště
- Hradec Králové hl.n.
- Cheb
- Chomutov
- Jihlava
- Kolín
- Kralupy nad Vltavou
- Krnov
- Liberec
- Lovosice
- Mladá Boleslav hl.n.
- Most nové nádraží
- Nové Sedlo u Lokte
- Nymburk seř.n.
- Olomouc pravé předn.
- Ostrava Kunčice
- Ostrava levé n.
- Ostrava pravé n.
- Pardubice hl.n.
- Plzeň seř.n.
- Praha-Libeň
- Protivín
- Přerov přednádraží
- Sokolov
- Strakonice
- Tábor
- Trutnov hl.n.
- Třinec
- Turnov
- Týniště nad Orlicí
- Ústí nad Labem západ
- Valašské Meziříčí
- Veselí nad Lužnicí
- Znojmo

See also Chapter 3.4.3 and 4.7.2.

2.7 Rolling Stock Acceptance Process Guidelines

The basic rules for the operation of rail vehicles on nationwide and regional railways are laid down by the Rail Systems Act.

The Rail Administrative Authority will approve the type of the rail vehicle in accordance with applicable law. The basis for the decision of the Rail Administrative Authority is a certificate of conformity issued by an authorised person under a special legal regulation (Government Regulation No. 133/2005 Coll., on Technical Requirements for the Operational and Technical Interconnection of the European Railway System) if the rail vehicle is a subsystem of the European rail system. In other cases, the basis for the decision of the Rail Administrative Authority shall be the outcome of the test of the rail vehicle, which shall be performed by the

rail vehicle manufacturer or another person demonstrating legal interest in the approval of the rail vehicle type at its own expense with the legal entity authorised by the Ministry of Transport.

On railways, a railway vehicle can be run which, in its construction and technical condition, meets the requirements of rail transport safety, service personnel, persons and goods transported and whose technical competence has been proven to comply with the approved type and which does not endanger the environment. Traction rail vehicles and non-traction rail vehicles driven on railways at a speed of more than 160 km/h must be certified not only in compliance with an approved type but also by the Railway Authority. If the carrier or its employee discovers that the operation of the vehicle is jeopardising the safety of the rail transport, it shall immediately take measures to prevent the occurrence of an exceptional event or to reduce its consequences.

Vehicle approval is also exercised by the European Union Railway Agency in the scope and manner of Regulation 2016/796 and implementing regulations, if any.

For more information, visit www.ducr.cz

The carrier must prevent all negative environmental impacts while operating rail vehicles and respect generally applicable regulations.

When operating traction rail vehicles, the carrier shall ensure their maintenance and service in a way that is not in conflict with the valid legislation of the Czech Republic while preventing negative environmental impacts.

The carrier is obliged to take its own measures to eliminate negative environmental impacts that have occurred in connection with the operation of the rail vehicles, even if another entity is at fault.

A carrier whose activity caused a damage to the environment is required to take immediate remedial action. If this is impossible or non-effective for the carrier, it is obliged to compensate Správa železnic for environmental damage in another way (alternative performance) or to compensate CŽDC for this damage in cash.

In order to prevent potential environmental danger, Správa železnic defines in its internal regulations the operational conditions and the specific measures to prevent or minimise potential environmental damage. These operational conditions and measures are binding on all natural and legal persons involved in railway operations.

Only rail vehicles with wheelsets maintained in accordance with ČSN EN 15313 can be operated on railways operated by Správa železnic.

The carrier is obliged to ensure that the rail vehicle is inspected after the following occurs

- derailment of the vehicle in which at least one wheel has left the top of the rail head even for a short period of time, or has passed a rigid object higher than 3cm (except for the stopping or dropping of the railhead in rail brakes)
- the impact of the vehicle on an obstruction at a speed exceeding 5.5 km/h even through buffers,
- exceeding the maximum weight of the load in relation to the car's length or floor area, overloading of the wagon, chassis, wheelset or wheels by more than 5% above the permitted load,
- free fall of a compact solid object on the wagon floor with the energy corresponding to the fall of an object weighing at least 30kg from a height of 3m,
- drawing or pushing the vehicle by shearing or by applying force to parts other than specified,
- violent removal of plastic deformations of the carcass or underbody,

- passing through a hump in a gravidity yard with a vehicle whose restraint is limited or prohibited,
- exposure to aggressive media,

by a qualified person after each handling of the rail vehicle and subsequently set the conditions for further transport. These conditions shall be sent to Správa železnic by the carrier.

2.8 Staff Acceptance Process

Requirements for the medical fitness of employees responsible for the operation of railways and rail transport are stipulated by Decree No. 101/1995 Coll., and stated in the Rules for the Health and Professional Competence in the Operation of a Railway and Railway Transport, as amended. Requirements for the professional competence of persons conducting the railway vehicle are laid down by Decree No. 16/2012 Coll., on the professional competence of persons conducting the railway vehicle and persons carrying out inspections, examinations and tests of specified technical equipment and on the amendment of Decree of the Ministry of Transport No. 101/1995 Coll. issuing the Rules for the Health and Professional Competence in the Operation of Railway and Railway Transport, as amended.

The specific requirements for the professional competence and knowledge of the persons responsible for the operation of rail transport and the method of their verification, including the system of regular training, shall be defined by each carrier as an internal regulation for the operation of rail transport.

Specific requirements for the professional competence and knowledge of persons providing activities related to the organisation and management of rail transport and the way of their verification, including the system of regular training, shall be laid down by an internal regulation.

Access into the operated railway infrastructure, into premises and buildings of Správa železnic is granted to persons with a valid staff ID of the railway transport operator.

All other persons must apply for permission to enter the railway infrastructure, premises and buildings of Správa železnic. The permit is issued by Správa železnic in accordance with Správa železnic regulation Ob1, part II. The application procedure and information for the authorisation of the licence can be found at https://www.spravazeleznic.cz/dodavatele-odberatele/vstup-do-provozovane-zdc.

The carrier shall enter the licence number of each driver driving the traction unit of a train into the IS of Správa železnic before each movement of that train. This obligation is not a condition for access on the railway and if not fulfilled by the carrier it does not prevent the carrier from using the railway or does not affect in any way the relations between Správa železnic and the carrier. The licence number serves solely to verify the fulfilment of conditions for the operation of rail transport by the carrier, in accordance with the provisions of Section 23 (1) (d) of the Rail Systems Act and for the needs of the Railway Authority; Správa železnic employees do not have access to data in the IS Správa železnic which would allow for a closer identification of the holder of the licence number. If the licence number of the engine driver driving the traction vehicle on the train is not entered into the IS, Správa železnic shall inform the Rail Authority immediately.

3 Infrastructure

3.1 Interoduction

This chapter contains a description of the functional and technical characteristics of the railway infrastructure owned by the Czech Republic. It is formulated for the purpose of meeting existing and new Railway Undertakings´ information needs in connection with their planning of railway traffic. Reference is made to (e.g. IMs document, Technical Rules, "Supplementary Information and regulations", maps).

3.2 Extent of Network

3.2.1 Limits

The technical specifications of the network are described in this chapter and shown on maps M02 to M13. Technical specifications are also part of the Infrastructure Register maintained in accordance with the provisions of Article 35 of Directive 2008/57/EC on the Interoperability of the Rail System within the Community.

3.2.2 Connected Railway Networks

The contact points of nationwide and regional railways with railways in neighbouring countries:

The contact points of nationwide and regional railways with railways in neighbouring countries:

Border point	Connected IM
Mosty u Jablunkova st.hr. (km 286,534)	Železnice Slovenské republiky (ŽSR)
Horní Lideč st.hr. (km 21,110)	Železnice Slovenské republiky (ŽSR)
Vlárský průsmyk st.hr. (km 163,500)	Železnice Slovenské republiky (ŽSR)
Velká nad Veličkou st.hr. (km 44,685)	Železnice Slovenské republiky (ŽSR)
Hodonín st.hr. (km 3,009)	Železnice Slovenské republiky (ŽSR)
Sudoměřice nad Moravou st.hr. (km 14,950)	Železnice Slovenské republiky (ŽSR)
Lanžhot st.hr. (km 11,395)	Železnice Slovenské republiky (ŽSR)
Břeclav st.hr. (km 77,992)	ÖBB Infrastruktur AG (ÖBB)
Znojmo st.hr. (km 87,660)	ÖBB Infrastruktur AG (ÖBB)
České Velenice st.hr. (km 163,100)	ÖBB Infrastruktur AG (ÖBB)
Horní Dvořiště st.hr. (km 61,097)	ÖBB Infrastruktur AG (ÖBB)
Železná Ruda st.hr. (0,000)	DB Netz AG (DB Netz)
Česká Kubice st.hr. (km 184,102)	DB Netz AG (DB Netz)
Cheb st.hr. (km 140,587)	DB Netz AG (DB Netz)
Aš st.hr. (km 29,585)	DB Netz AG (DB Netz)
Vojtanov st.hr. (km 51,897)	DB Netz AG (DB Netz)
Kraslice st.hr. (km 27,452)	DB Netz AG (DB Netz)
Potůčky st.hr. (km 46,199)	DB Netz AG (DB Netz)
Vejprty st.hr. (km 35,391)	DB Netz AG (DB Netz)
Děčín st.hr. (km 11,860)	DB Netz AG (DB Netz)
Dolní Poustevna st.hr. (km 26,271)	DB Netz AG (DB Netz)
Rumburk st.hr. (km 97,690)	DB Netz AG (DB Netz)
Varnsdorf staré nádr. st.hr. (km 13,706)	Deutsche Regionaleisenbahn GmbH (DRE)
Varnsdorf st.hr. (km 11,459)	DB Netz AG (DB Netz)
Hrádek nad Nisou st.hr. (km 21,769)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Frýdlant v Čechách st.hr. (km 200,107)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Harrachov st.hr. (km 40,111)	Dolnośląska Służba Dróg i kolei (DSDiK)
Královec st.hr. (km 62,089)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Meziměstí st.hr. (km 92,774)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Lichkov st.hr. (km 113,251)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)

Border point	Connected IM
Mikulovice st.hr. (km 51,500)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Jindřichov ve Slezsku st.hr. (km 25,694)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Bohumín-Vrbice st.hr. (km 4,275)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Bohumín st.hr. (km 279,628)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Petrovice u Karviné st.hr. (km 292,602)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)
Český Těšín st.hr. (km 139,112)	PKP Polskie Linie Kolejowe S.A. (PKP-PLK)

The list of railway operators interconnected with the Czech Republic is given in Annex "H"..

3.2.3 Other information

Railway networks are divided into individual categories depending on their significance, purpose and technical conditions stipulated in the implementing regulation.

Railway categories for the purposes of this Statement are:

a) nationwide railway, which is a railway that serves for international and national public rail transport and is marked as such,
b) regional railway, which is a railway with regional or local importance that serves for public rail transport and is interconnected with nationwide or other regional railway,
c) local railway, which is a railway with local importance separated from nationwide or regional railway; it is to be defined as separated if it allows the transport of a railway vehicle to a different railway only with the use of special technical equipment or if it only serves for the operation of non-public passenger rail transport, passenger rail transport for the purposes of tourism or it is operated using historical trains,
d) siding, which is a railway that serves solely for the needs or an operator or other entrepreneur and is interconnected with nationwide or regional railway or with another siding,
e) test track, which is a track that serves in particular to carry out the test operation of railway vehicles or type-approval or type-modification test for railway vehicles and railway infrastructures,

See Annex “B”.

Current data about the infrastructure are provided on request by individual rail operators. Contacts to regional railway operators are listed in Chapter 1.1.3 and in Annex“A”.

3.3 Network Description

The track consists of:

a) substructure consisting of the substructure body, construction and substructure equipment, as well as the traffic surface,
b) superstructure consisting of a track, switch, special constructions and structural elements; parts of superstructure include rails, rail supports, fasteners, rail fastening system, switch components, expansion joints, insulated rail joints, conductive and special joints, retaining rails, protective rails, rack rods, equipment preventing rail movement, sleeper anchors, track ballast, switch heating,
c) level crossings,
d) constructions and fixed equipment necessary for protection against unfavourable impact of the railway, i.e. equipment protecting against noise, stray currents, corrosion, interference of telecommunication systems, impact of high voltage and limiting the impact of railway (transport) operation on the electricity system,
e) communication equipment for the transmission of information containing transmission paths, terminal, connecting, and transmission equipment that are connected to separate circuits or telephone, telex, data and radio networks, radio, clock and information equipment, industrial television and fire alarm systems,

f) signalling equipment consisting of technical devices securing and controlling rail transport at railway stations and railways, equipment for the mechanisation and automation of hump yards and related transmission paths,
g) electrical equipment containing power supply equipment for electric traction vehicles (traction power and switch stations, traction lines), devices for dispatcher control, electrical heavy-current railway equipment for the production, transformation, supply and utilization of electric energy, specialised electrical and lighting equipment and devices, devices securing power supply of signalling equipment, electrical equipment for train pre-heating, equipment for protection against the effects of atmospheric electricity, equipment for protection against negative effects of the reverse traction currents, or other electrical equipment powered from the overhead line,
h) fixed equipment for measurement, maintenance and repair works on the railway, equipment for malfunction diagnostics of moving vehicles and related buildings,
i) buildings and equipment designed to organise, secure and manage rail transport, to meet transport needs and to provide services related to the public transport, including utilities necessary for their operation,
j) land around the railway,
k) other equipment that has an impact on the operation of a railway vehicle or the operation of a railway vehicle has an impact on it.

This Network Statement applies only to those parts of the nationwide and regional railways owned by the Czech Republic. The above mentioned parts of the railway meet the technical conditions and requirements of the spatial arrangement, track class, the geometrical arrangement of the track and the body of the substructure, substructure equipment and conditions for the construction of a level crossing, technical parameters of the superstructure, track marking system, equipment of railway stations and stops, arrangement of electrical equipment, signalling and communication equipment.

Detailed information on a particular network element is provided by Správa železnic on request at oss@spravazeleznic.cz.

3.3.1 Geographic Identification

Basic Characteristics of the Railway Network (as of 30 June 2019)

délka tratí celkem (km)	9 459
jednokolejné (km)	7 534
dvoukolejné a vícekolejné (km)	1 925
Délka tratí TEN-T (km)	2 393
Délka elektrizovaných tratí (km)	3 216
AC 25 kV / 50 Hz (km)	1 382
DC 3 kV (km)	1 774
DC 1,5 kV (km)	24
AC 15 kV / 16,7 Hz (km)	14
Délka úzkorozchodných tratí (km)	23
Stavební délka kolejí celkem (km)	15 493
Délka tratí s rychlostí (km)	
do 80 km/h (km)	7 098
od 81 do 120 km/h (km)	1 821
od 121 do 159 km/h (km)	181
160 km/h a více (km)	360
Počet výhybek (ks)	21 753
Počet mostů (ks)	6 784
Celková délka mostů (m)	152 198
Počet tunelů (ks)	163
Celková délka tunelů (m)	45 762
Počet úrovňových přejezdů (ks)	8 041
Délka kolejí vybavených	

automatickým blokem (km)	3 269
automatickým hradlem (km)	2 695
reléovým poloautoblokem (km)	911
hradlovým poloautoblokem (km)	313
Délka tratí vybavených	
vlakovým zabezpečovačem (km)	1 832
dálkovým ovládáním stanic (km)	1 676
Počet stanic vybavených zabezpečovacím zařízením	
elektronickým	341
hybridním	32
releovým	385
elektromechanickým (mechanickým)	516
dálkově ovládaným	295

3.3.1.1 Track Typologies

The extent of single-track, double-track and multi-track routes is to be found in the annexed map.

See map "M05".

3.3.1.2 Track Gauges

Nationwide and regional railways consist of tracks with standard gauge, defined in accordance with UIC Decree No. 510, i.e. 1,435mm (except for the Třemešná ve Slezsku – Osoblaha regional railway with a narrow track gauge of 760mm).

3.3.1.3 Stations and Nodes

See Chapter 3.6 and Annex "B".

3.3.2 Capabilities

3.3.2.1 Loading Gauge

The spatial arrangement of the track constructions is defined by the dimensional parameters of the tracks, which shall secure a safe clearance of railway vehicles.

The Z-GC. Z-G2 a Z-GB loading gauges for standard gauge track are based on clearance profile parameters set by the European Committee for Standardisation CEN (EN 15273-3) created on the basis of reference kinematic profiles for GC, G2 a GB vehicles.

The Z-GCZ3 loading gauge for standard gauge track is based on the GCZ3 reference kinematic profile and used for double-decked passenger units. The GCZ3 reference kinematic profile is bigger than the DE3 reference kinematic profile (according to Article D.4.8 ČSN EN 15273-3).

Basic clearance profiles applicable to straight track and track in a curve with a radius of 250m or more are the following:

a) Basic Z-GC clearance profile is used in new buildings and reconstructions of buildings and facilities on the nationwide as well as on regional railways,

b) Basic Z-GB, Z-G2 and Z-GCZ3 clearance profiles (alleviations compared to Z-GC) are used in the assessment of existing buildings (until they are modernised or reconstructed) or during renovations unless the removal of clearance obstructions is economically or technically achievable. Assessment of the Z-GB clearance profile does not replace the assessment of the Z-G2 clearance profile. Assessment of the Z-GCZ3 clearance profile replaces assessments of the Z-GB and Z-G2 clearance profiles.

In curves with the radius less than 250m, the width of basic clearance profiles, including the lateral free spaces thereof, is increased according to internal regulations of Správa železnic.

Only equipment that changes its position concurrently with the vehicle movement (railway brakes in service position, contact wire on electrified railway lines, etc.) can interfere with the clearance profile, provided that contact of this equipment with the designated vehicle parts is precisely defined and contact with other parts of the vehicle is prevented. For the platform edge at the height of 550mm, the provisions of ČSN 73 6320 + Z1 for the given clearance profile are used.

The Z-GC, Z-G2, ZGB a Z-GCZ3 clearance profiles as well as profiles for free and handling space are listed in Annex "I".

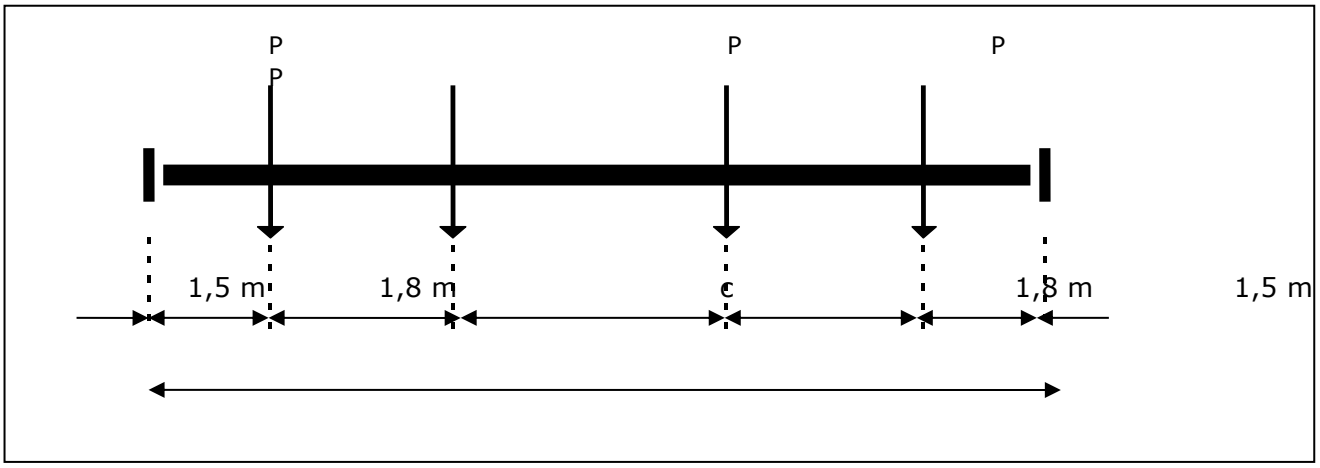
3.3.2.2 Weight Limits

The tracks of nationwide and regional railways are divided into track classes with corresponding speed limits, depending on which of the most efficient rail vehicles of the relevant track class with associated speed they can be used for.

Tracks are divided into track load classes with the corresponding speed limit in compliance with ČSN EN 15528 and with respect to the loading capacity of rail vehicles, which is understood as the ability of the railway building to transfer the rail vehicle over its own structure, while maintaining railway operation safety. The efficiency of rail vehicles characterising the track class is based on the values of the biggest bending moments and displacement forces on the static-free beam, including the dynamic effects corresponding to the associated speed generated by the train unit made up of an unlimited number of reference wagons simulating predominantly four-axle wagons with two-axle bogies. These reference wagons are defined with respect to their:

a) graded axle weight;
b) graded weight per unit of the vehicle's length;
c) conventional geometric characteristics of the axle spacing.

Tracks are classified into the following track load classes A, B1, B2, C2, C3, C4, D2, D3, D4, D4xL, E4 and E5 according to graded contractual limits shown in the picture below and in the table.



Contractual Limits for Track Classification in Track Class

Track Class	Weight per Axle (P) [t]	Weight per metr (p) [t / m]	c [m]	d [m]
A	16	5,0	6,20	12,80
B1	18	5,0	7,80	14,40
B2	18	6,4	4,65	11,25
C2	20	6,4	5,90	12,50
C3	20	7,2	4,50	11,10

Track Class	Weight per Axle (P) [t]	Weight per metr (p) [t / m]	c [m]	d [m]
C4	20	8,0	3,40	10,00
D2	22,5	6,4	7,45	14,05
D3	22,5	7,2	5,90	12,50
D4	22,5	8,0	4,65	11,25
D4xL	22,5 (20)*)	8,0 (7,4)*)	6,50 (6,00)*)	18,30 (15,00)*)
E4	25	8,0	5,90	12,50
E5	25	8,8	4,75	11,35

*) *Reference wagons of the special track load class for locomotives are composed of three six-axle (locomotive) wagons and an unlimited number of wagons identical to the D4 track load class reference wagons – see ČSN EN 15528.*

Summary of admissible track load classes with associated speed limit is shown in Annex "B", column No. 12.

3.3.2.3 Line Gradients
See Annex "B".

3.3.2.4 Line Speeds
See Annex "B".

3.3.2.5 Maximum train lengths
See Annex "B".

3.3.2.6 Power supply
On nationwide and regional railways, the following traction systems are used:

a) DC 3 kV,

b) AC 25 kV / 50 Hz,

c) AC 15 kV / 16,7 Hz,

d) DC 1,5 kV.

Contact points of traction systems DC 3 kV and AC 25 kV / 50 Hz:

Line	Contact point of traction systems
Přerov–Břeclav[1]	Nedakonice – km 132,103
Přerov–Brno	Nezamyslice – Ivanovice na Hané – km 60,558
Česká Třebová–Brno	Svitavy – Březová nad Svitavou – km 228,109
Kolín–Havlíčkův Brod	Kutná Hora hl.n. (koleje 1 – 6, 11) – km 287,580 – 287,310
Praha–České Budějovice	Benešov u Prahy – Olbramovice – km 132,000
Praha–Plzeň	Beroun – Zdice – km 41,080
Chomutov–Cheb	Kadaň-Prunéřov – Klášterec nad Ohří – km 138,870

[1] In 2020, the construction of the Traction System Change to AC 25 kV, 50 Hz in the Nedakonice - Říkovice section will begin. The traction system will be converted to 25 kV, 50 Hz in the section Říkovice (except) - Nedakonice (connection to the existing AC system) on the DC section from Přerov to Nedakonice on the Přerov - Břeclav line. For trains from Přerov to Břeclav, it will be necessary to use two-system locomotives AC 25 kV, 50 Hz / DC 3 kV. The last station with the DC 3 kV system on the Přerov - Břeclav line will be the Říkovice railway station. According to the expected construction dates, DC vehicles of 3 kV will be able to travel to Nedakonice until approximately August 2022. This date will be specified with the development of the construction.

Contact points of traction systems DC 1.5 kV and AC 25 kV / 50 Hz

Line	Contact point of traction systems
Tábor–Bechyně	ŽST Tábor (průjezd elektrických hnacích vozidel vlastní silou mezi částmi kolejiště elektrizovanými soustavou AC 25 kV a DC 1,5 kV není možný)

Contact point of traction systems at the state border

Foregin IM	Contact point of traction systems	Note
DB Netz	Dolní Žleb st.hr. – Bad Schandau km 11,853	DC 3 kV/AC 15 kV
ÖBB	Sumerrau – Horní Dvořiště km 61,097	AC 15 kV/AC 25 kV
ÖBB	žst. České Velenice km 163,134	AC 15 kV/AC 25 kV
ÖBB	Břeclav st. hr. – Břeclav km 78,000	AC 15 kV/AC 25 kV

Basic interface parameters of the pantograph – TV

Parametr	25 kV, 15 kV	3 kV, 1,5 kV
Material of pantograph skid	pure carbon carbon filled copper max. 35%	pure carbon carbon filled copper max. 40%
Length of the collector head	1950 mm	1950 mm
Width of the collector head	max. 65 cm	max. 65 cm
Static contact force of the pantograph	75 ±15 N	105 ±15 N
Aerodynamic contact force of the pantograph	According to EN 50367 Ed. 2, picture. A.8	According to EN 50367 Ed. 2, picture A.10
Number and distance of pantographs	1-4 pantographs, distance according to Table 4.2.13 TSI ENE, Type A For 3 and more pantographs valit also EN 50367 ed. 2, paragraph. A.1.5, arrangement I.is used too. Longer distances are always used.	1-4 pantographs, distance according to Table 4.2.13 TSI ENE, Type A
Maximal contact wire height	6300 mm	6300 mm
Basic contact wire height	5500 mm	5500 mm
Minimal contact wire height	5000 mm 5100 mm for rail lines with Z-GC clearance profile	4950 mm 5100 mm for rail lines with Z-GC clearance profile
Sections for phase separation	short neutral section according to EN 50367 divided neutral section of arrangement I according to EN 50367 special solution	N/A

Recovery on SZDC electrified lines is permitted at locations marked with appropriate signal devices for electrical operation. Detailed conditions and requirements are given in the directions of Správa železnic Managing Director, No. 11/2009 (DC 3 kV) and No. 14/2008 (AC 25 kV/50 Hz).

In the years 2022-2024, the Týniště n. O. (off) – Častolovice – Solnice railway will be electrified with AC 25 kV, 50 Hz system. For this route the construction of a FCD (filter-compensating device) that compensates for power factor less than 1 in the case of older electrical traction vehicles is not considered. For this reason, only four-quadrant converters and with power factor 1 will be allowed to operate on this route.

See map “M05”.

3.3.3 Traffic Control and Communication Systems

Signalling block system, which in connection with the movements of rail vehicles contributes to the safety of rail transport and replaces the human factor, enables the automation of the transport process and increases capacity performance of the railway stations and railways and

is divided (in compliance with TNŽ 34 2620) according to the level of security and inspection of conditions for secured movements of rail vehicles into the following categories:

- Category 1 – designated employees are responsible for meeting most of the safety requirements for the secured train movement;
- Category 2 – adherence to specified safety requirements for secure train movement is ensured by the signalling block system and designated employees are responsible for meeting other safety requirements;
- Category 3 – adherence to specified safety requirements for secure train and shunting movement is ensured by the signalling equipment.

Station and trackside signalling block systems and automated train protection systems are capable of mutual exchange of information necessary for operation to an extent and in form according to the requirements of the used train protection system.

See map "M08".

3.3.3.1 Signalling Systems

The signalling system consists of a uniform system of visible signals in a specified design, shape and colour and audible acoustic signals in a specified design. The signalling system enables easy, fast and unambiguous expression and apprehension of signals and ensures safe operation of rail transport. The basic signals of the signalling system are listed in Annex 1, Part I, of the Decree No. 173/1995 Coll. of the Ministry of Transport from 22 June 1995 by means of which the Railway Transport Rules are issued. Other signals used are listed in the internal regulations of the raiway operator.

Signals are expressed by signal aids (e.g. signalling flag, light, signal board), by hand (visible hand signals), sound (acoustic signals), by means of signal signs of mechanical or light signal devices and permanent signal devices (visible signals) or by verbal instructions.

3.3.3.2 Traffic Control Systems

See map "M06".

3.3.3.3 Communication Systems

The following railway radio systems are operated to control rail transport:

- GSM-R digital radio system in the 900 MHz band,
- analogue SRD radio system in the 450 MHz band,
- analogue simplex radio networks in the 150 MHz band.

See Annex "F" and Map "M10".

3.3.3.4 Train Control Systems

On nationwide and regional railways, the national LS train system and the ERTMS/ETCS system are used as ATP (Automatic Train Protection) systems.

See map "M09".

National LS train control system is a low-capacity line train control system using a frequency-impulse code for the transmission of information between the station or trackside signalling block systems and the mobile part of the national train protection system on the rail vehicle. Circuits designated for code transmission from the train control system on railways where this equipment is used are considered parts of the station and trackside signalling block devices. Station and trackside signalling block devices provide via the national LS train control system simplified signalling information on the next main or distant signal.

These are Class B equipment according to the Technical specifications for interoperability in terms of security and management within a subsystem Transeuropean railway system (TSI CCS) for the Czech Republic.

The ERTMS/ETCS system is a European train control system. This is Class A according to the CCS TSI. A detailed description of the ERTMS / ETCS system, its functions and requirements are to be found in documents referenced in the CCS TSI.

The use of ERTMS/ETCS system of Level 2 requires the use of encryption keys to encrypt useful data for radio transmission between the radio block central (RBC) and the ETCS mobile part. Encryption keys for ETCS mobile parts are issued at request of Správa železnic for RBC under its administration. Requirement for the application and detailed procedure are to be found in a separate Správa železnic document published on the Infrastructure Operation Portal.

On the Kolín – Česká Třebová – Brno – Břeclav state border Austria/Slovakia track section, a trackside part of the ERTMS/ETCS system of Level 2 in the version according to the set of specifications No. 1 of the TSI CCS (2.3.0d). The conditions for operating locomotives, control wagons and special traction vehicles with the enabled ETCS mobile part and controlled by this system are specified in the internal regulations of the railway operator.

Further development of ETCS system in Petrovice u Karviné state border PL – Přerov – Břeclav is pending, during which the ETCS system Level 2 in version according to the set of specifications No. 3 of the TSI CCS 3.6.0 is implemented in system version 1.1 (it enables operation of vehicles with the version of ETCS mobile part No. 1 according to TSI CCS [2.3.0d].

A condition for activating the encryption keys by RBC for ETCS mobile parts of individual vehicles is to demonstrate the mutual compatibility of the used type of ETCS mobile part (including SW version) with the trackside part of the ETCS (type and SW version).

Compatibility is demonstrated by:

- submitting a copy of the ES declaration of verification of the on-board subsystem "control command and signalling" for a specific vehicle;
- submitting a copy of the ES certificate of verification of the on-board subsystem "control command and signalling";
- submitting a copy of the protocol of successful completion of compatibility testing of the used part of the mobile part (according to Chapter 6.5 of the Annex to Commission Regulation (EU) 2016/919). The extent and conditions for compatibility testing are set out in a separate Správa železnic document published on the Infrastructure Operation Portal.

The used ETCS track-side level, its version and contact details for establishing the connection to individual RBCs are listed in TTP Table 04.

3.3.3.5 Automatic train control system

On selected railways of the nationwide and regional network, the automatic train control system (AVV) system is used as the ATO (Automatic Train Operation) system.

For the purposes of the Automated train control system (AVV), a positioning devices, so-called magnetic information points, are located on the track. Magnetic information points are mainly located on rails designed for passenger (stopping) trains. On some tracks, it is also necessary to use GPS (Global Position System) for the AVV mobile (vehicle) parts to identify the location.

The AVV mobile (vehicle) part must include the route map. Based on the local identification of the train, track description and information transmitted via the train control system and/or inserted by the engine driver, the AVV mobile (vehicle) section ensures smooth and economical train movements.

See map "M13".

3.4 Traffic Restrictions

Správa železnic is not responsible to the applicant for restrictions of train movements caused by the influence of:

- weather conditions preventing proper operation of rail transport,
- traffic situation caused by exceptional events pursuant to Section 49 of the Rail Systems Act that are not caused by the activities of Správa železnic,
- carrier failing to comply with the conditions of operation of the rail transport on his part,
- acts of third parties, whereas "third parties" are those without a contractual relationship with Správa železnic,
- declaration of regulatory measures in rail transport in crisis situations,
- restriction of railway operation implemented in accordance with the current legislation,

and in the case of indicating a fault on the carrier's train with a diagnostic device , except cases when defective diagnostic equipment is proven (see Annex "J" for a list of diagnostic equipment).

In these cases, Správa železnic is not obliged to compensate the claimant for damages incurred.

In the event restricted operation of any of the carrier´s trains that was not caused by Správa železnic, Správa železnic shall provide the carrier with all available evidence that they have in their possession for proving liability for this restriction.

Správa železnic organises and manages the operation of rail transport in such a way that the rail transport proceeds safely, fluently and according to the established timetable. Správa železnic shall proceed in accordance with the relevant provisions of the internal regulations of the railway operator.

In the event of a disruption of traffic flow for reasons other than an incident (eg a train jam), the carrier which disrupted the traffic flow is obliged to immediately remove the reason for the disruption of the traffic flow. The railway operator shall provide him with assistance in order to eliminate the reason for the continuity. If the carrier fails to ensure that the reason for the disruption is removed or is unable to do so, the railway operator may ask the other RUs to assist in the removal of the reason for the disruption. The costs incurred in providing assistance and for all damages and costs incurred as a result of the disruption, both to the infrastructure manager and to other carriers or third parties, shall be borne by the party which caused the disruption. The demonstrable costs incurred by the carrier in direct connection with the removal of the reason for the violation of another carrier's fault (eg by transporting a stranded train of another carrier) shall be borne by Správa železnic. The carrier that caused the disturbance of the traffic flow is subsequently obliged to pay these costs to Správa železnic

3.4.1 Specialised Infrastructure

Správa železnic restricts the use of allocated railway capacity on the Třemešná ve Slezsku – Osoblaha narrow-gauge regional track only to applicants operating rail vehicles technically competent for rail transport operation on this track.

Správa železnic restricts the use of allocated capacity on the Rybník – Lipno nad Vltavou, Tábor – Bechyně and Štramberk – Veřovice regional track only to applicants operating rail vehicles technically competent to operate rail transport on these tracks.

Správa železnic restricts the use of allocated railway capacity on the nationwide railway in sections equipped with a remote control of the signalling block system and where for accessing the track the traction, control and specialised vehicle has to be equipped with a vehicle radio transmission device capable of full cooperating in the basic radio connection with the radio system of the railway. See Annex "F".

Správa železnic restricts the use of allocated railway capacity on the nationwide and regional railways in sections equipped with a radio block and where for accessing the track the traction, control and specialised vehicle has to be equipped with a terminal securing full communication and cooperation of the traction vehicle with the radio block. The requirement for a vehicle to be equipped with a terminal may be further specified by issuing an instruction or an internal instruction of the railway operator for the operation of a particular track section.

On selected sections of new or modernised tracks equipped exclusively with the ETCS system, Správa železnic will restrict the use of allocated railway capacity only to operation of traction, control or special vehicles for which encryption keys are issued and activated to log in to RBCs of the given track sections. Conditions for issuing and activating the encryption keys to log in to the RBC are listed in Chapter 3.3.3.4.

3.4.2 Environmental Restrictions

Based on Government Decree No. 152/1992 Coll. on Protective Zones of the Natural Healing Resources of the Spa Town of Františkovy Lázně, it is prohibited to operate transport of substances that could adversely affect natural healing resources in the following sections of the railway: Cheb – Františkovy Lázně – Vojtanov, Tršnice – Františkovy Lázně – Hazlov and Tršnice – Skalná.

For reasons of protection of waters and water resources in the following areas:

- the surroundings of the Jedlová railway station, which is located in zone II of waters hygienic protection of Chřibská water reservoirs (Decision of Děčín District Court No. 050/4964/99/235/ZF from 30 August 1999),
- the surroundings of the Letohrad railway station and part of the section between the stations Lanšperk and Letohrad, located in the protection zone of the water source of level II for groundwater sources (decision of the Municipal Authority in Žamberk No. 2929/2009/ZPZE-8/231.8/KOSP-226),
- the surroundings of the Jablonné nad Orlicí railway station and part of the section between the stations Jablonné nad Orlicí and Těchonín, located in the protection zone of the water source of level II for groundwater sources (decision of the Municipal Authority in Žamberk No. 11185/2010/ZPZE-7/231.8/SCHP-70),

it is prohibited to:

- stand off trains, train units or individual wagons containing harmful substances, except for vehicles with propellants for their own operation,
- establish warehouses, including temporary, with harmful and dangerous substances, and handle them,
- establish waste disposal sites, place litter and waste freely.

For reasons of prevention of potential environmental hazards in the cases of repeated leakage of harmful substances from railway vehicles (e.g. leakage of petroleum substances), Správa železnic will define a section of station track designated for waiting or standstill of such railway vehicles in the Rules and Regulations of the Station. Waiting or standstill of such railway vehicles is only allowed for the carrier in these specified places

Refueling of railway vehicles outside stationary service facilities of the service station is possible only under the conditions set by the valid legislation of the Czech Republic in the area of environmental protection, in particular § 39 of Act No. 254/2001 Coll. subsequent regulations, including its implementing regulations and internal regulations of the infrastructure manager. In this case, the carrier is obliged in particular to have an emergency plan drawn up in accordance with the above legislation and approved by the relevant water authority. Správa železnic publishes a list of recommended locations for refueling of rail vehicles outside stationary service facilities at the railway operation portal.

3.4.3 Dangerous Goods

Based on Government Decree No. 152/1992 Coll. on Protective Zones of the Natural Healing Resources of the Spa Town of Františkovy Lázně, it is prohibited to operate transport of substances that could adversely affect natural healing resources in the following sections of the railway: Cheb – Františkovy Lázně – Vojtanov, Tršnice – Františkovy Lázně – Hazlov and Tršnice – Skalná.

3.4.4 Tunnel Restrictions

In the Ejpovice – Plzeň hl.n. rail section it is possible to operate rail transport only by engine and vehicles with control wagons equipped with the functional GSM-R radio station. Because of the use of fixed track, the operation of rail vehicles without a closed toilet flushing system is also prohibited in this section. If the train is equipped with a toilet without a closed flushing system, it is the responsibility of the carrier to ensure that the toilet is not used while driving through the tunnel. Steam locomotive movement in this section is allowed with a serviceable boiler and fire on the grate only if no tractive power is generated and under the conditions laid down for the operation of steam locomotives in Article 5 of Správa železnic Directive No. 71 Fire Protection Measures for the Operation of Steam Locomotives on the Railway Operated by Správa železniční dopravní cesty, státní organizace.

3.4.5 Bridge Restrictions

Without specific restrictions.

3.5 Availability of the infrastructure

3.5.1 Simplified Control of Rail Transport

On the track where rail transport is organised in such a way that only one train or shunting rail vehicle moves in the specified track sections, or if the train crew has a list of operating control points set in advance, where the trains cross or overtake, it is possible to use the simplified rail transport control.

The specified operating control point are not permanently manned by persons controlling rail transport. In these cases, train traffic is controlled from one point and the train crew communicates with the person in charge of the control of railway transport in the specified operating control points. When crossing or overtaking of trains, the entrance track has be set or, where appropriate, the train that is to enter the operating control point first.

Communication of the train crew with the person in charge of the rail transport control shall be ensured by an appropriate communication equipment from the specified operating control points or, where appropriate, from the train. The train may not depart from the designated operating control point without permission from the person controlling rail transport or without the permission of the railway operator.

On lines where a specific technical facility (hereinafter referred to as the "radio block"[2]), rail transport is organised through data (voice) instructions given by the person controlling rail transport. Only one train or shunt unit operates in the designated track sections. The engine driver of the leading traction vehicle has the operating control points set in advance by the person in charge of rail transport control, where he/she has to request further instructions for driving the train or the shunting part.

The specified operating control point are not permanently manned by persons controlling rail transport. In these cases, train traffic is controlled from one point and the engine driver of the leading traction vehicle communicates with the person in charge of railway transport in the

[2] Radio block is defined as a technical device enabling control and check of train traffic in a defined area by means of authenticated driving permissions transmitted to the traction vehicles via radio with data transmission and subsequent control of the driving of the traction vehicles according to the issued permits.

specified operating control points. The train or the shunting part must not leave the designated operating control point without permission from the person controlling rail transport or without other permission from the railway operator.

On the track section and in designated operating control point, traction vehicles must be equipped with a terminal ensuring full communication and cooperation of the traction vehicle with the radio block.

See map "M08".

3.5.2 Restriction of Railway Operation

Railway operator shall prepare a draft plan for the restriction of the railway operation or its part for the purpose of carrying out maintenance or repair works on the track and activities related to the construction of the railway or its facilities or other activities endangering safe or fluent rail transport if the expected restriction time exceeds 24 hours. The draft plan for the restricted operation of the railway or its part is approved by the Transport Infrastructure Access Authority after a due discussion according to the Rail Systems Act.

On the Infrastructure Operation Portal, Správa železnic publishes updated monthly information on planned operating restrictions of the individual tracks and their parts. The carrier is entitled to compensation of the difference of the directly expended costs related to the securing substitute transport for interrupted public passenger rail transport due to restrictions of the railway operation planned pursuant to Section 23b (3) and the savings related to the interruption of rail transport and any claims for reimbursement of these costs under the contract on public passenger transport services. The railway operator shall pay for this difference if the applicant proves the amount of demonstrably expended costs related directly to securing substitute transport and the amount of savings related to the interruption of rail transport. If the carrier is entitled to reimbursement of expended costs directly related to securing substitute transport on the basis of the public passenger transport service contract, it shall also demonstrate the amount of that claim.

In addition, according to the Rail Systems Act, the railway operator is entitled to restrict the operation of the railway due to the activities not listed in the approved Restriction Plan such as:

a) ensuring serviceability of the track after its disruption by natural or exceptional events,
b) maintenance or repair works on the track, unless the expected restraint period exceeds 24 hours or there is no restriction of the rail transport operation on the track, or
c) maintenance or repair works on the track, if the conditions under Letter b) are not fulfilled but the carrying out of such activities must not be postponed.

In such cases, the railway operator shall, without undue delay, notify the affected carriers, railway owner and the Transport Infrastructure Access Authority and state the reasons of such a procedure and the expected limitation period. If legal requirements are not complied with, the Transport Infrastructure Access Authority shall require the railway operator to resume railway operation and sets a reasonable period of time for it to do so.

Správa železnic is entitled to limit the allocation of railway capacity to the affected track section if Správa železnic, for the time necessary, restricted the operation of the railway or its part for the purpose of performing diagnostics and measurements, maintenance, renewal and increasing capacity performance of the given track section.

Správa železnic is also entitled to limit the allocation of the railway capacity in the event of exceptional events, adverse weather conditions, natural events, regulatory actions in rail transport in crisis situations, etc. See also Chapter 4.8.

Movements of rail vehicles for the purpose of regular measurements and test movements for technical safety test of a line that are required by Decree No. 177/1995 Coll., on Construction and Technical Regulations for Railways, as amended, are according to Section 23 (b) of the

Rail Systems Act a reason entitling Správa železnic for the time necessary to restrict the operation of the railway or parts thereof.

For more information see Chapter 4.5.

3.5.3 Personnel Limitation of Infrastructure Availability

Railway operators publish on their website information on the extent of the closure of transport service.

3.6 Service Facilities Operated by Správa železnic

In accordance with the provisions of Commission Implementing Regulation (EU) 2017/2177 and by the provision of the Rail Systems Act at the Infrastructure Operation Portal, Správa železnic as a service facility provider publishes the terms and conditions for the provision of services through service facilities available at railways where Správa železnic exercises the function of a capacity allocator together with the price for these services and alternatively cost for using sidings to connect these service facilities.

3.7 Service Facilities not managed by Správa železnic

3.7.1 List of Service Facilities

On the Infrastructure Operation Portal, Správa železnic runs a list of service facilities available at railways, where Správa železnic is the capacity allocator. This list contains data in the extent that was provided by the relevant service facility operator. Operators of service facilities available at railways, where Správa železnic is the capacity allocator, will provide Správa železnic with information on facilities operated by them for the purpose of publishing these in the aforementioned list in the given extent:

- Name of the service facility,
- Identification whether the service is operated by a single operator (simple service facility) or multiple operators (complex service facility),
- Identification of the type of service facility or its operating component in accordance with Decree No. 76/2017 Coll., on the Content and Extent of Services Provided by the Carrier to the Railway Operator and the Service Facility Operator,
- Contact point, where the facility is connected to nationwide or regional railway, including kilometric location,
- Information on whether the service facility is part of the European Freight Corridor (RFC - see Chapter 1.9) or not,
- Identification of the service facility operator, including contact details,
- Information where a description of the service facility is published in accordance with the provisions of Commission Implementing Regulation (EU) 2017/2177.

The service facility operator will sent this data electronically to the following e-mail address portal@spravazeleznic.cz and will update it in the same way if changed.

3.7.2 Publishing of Service Facility Description

In accordance with the provision of Commission Implementing Regulation (EU) 2017/2177, each service facility operator is required to disclose a description of the service facility, either:

a) by publishing it on its web portal or on a joint web portal and by providing a link to the capacity allocator;
b) by providing the relevant information ready for publication that is to be published by the capacity allocator.

If the service facility operator requests Správa železnic to publish a description of the service facility, Správa železnic will provide a description of the service facilities ready for publication in Czech and English language versions. The content of the service facility description is

defined by the Commission Implementing Regulation (EU) 2017/2177. In order to provide a service facility description, a common sample for service facility description can be used, which was created by the railway sector in cooperation with regulatory bodies. A sample for description of the service facility is given in Annex "G" in both Czech and English versions.

Service facility operators shall disclose descriptions of their service facilities and their operating components by 01/06/2019. If disclosing the descriptions of service facilities is requested by Správa železnic, the service facility operator sends the sample for individual descriptions electronically in a PDF format to the following email address portal@spravazeleznic.cz at least 15 calendar days before the required publication date. Správa železnic is not entitled to make any changes in the submitted documents except for file name unification. Správa železnic is not responsible for the content of the submitted documents or non-publication of these documents, if these are not sent to Správa železnic in accordance with this chapter.

3.8 Infrastructure Development

3.8.1 Infrastructure Development Policy

As of 1 May 2004, the Czech Republic became a member of the European Union whose European Parliament and Council adopted directives on the interoperability of the trans-European high-speed and conventional rail system in order to improve the interconnection of national rail networks.

The selected railway network of the Czech Republic forming part of this European rail system must meet the requirements for interoperability (according to Decree No. 352/2004 Coll., on Operational and Technical Interconnection of the European Railway System, Government Regulation on the Technical Requirements for the Operational and Technical Interconnection of the European Railway System No. 133/2005 Coll. and relevant technical specifications for interoperability).

The reconstruction of the selected railway network is usually implemented as follows:

a) track modernisation – a set of measures that allow to increase the maximum running speed on the line to 160 km/h (with possible construction readiness for speed upgrades, if the investment costs are not increasing disproportionally), achieving the required track load class, achieving the required spatial clearance and operating units with tilting boxes;
b) track optimisation – a set of measures that allow to meet the requirements for the given track load class, achieve the required clearance, remove local speed limitations and, where appropriate, operate units with tilting boxes, generally on an existing ground body;
c) rail line revitalisation – a summary of measures to ensure the rehabilitation of the infrastructure in relation to the requirements of passenger and freight transport. In particular, improvements are being made to the conditions of access for passengers, the safety of rail transport, the reduction of driving times and the improvement of the operational and technical condition.

Rail line modernisation includes term-related construction measures such as reconstructions, relocations and new constructions on a continuous section of the line.

During modernisation and optimisation of the line, main tracks (continuously line tracks and main station tracks) are being reconstructed. In addition to the main station tracks, the following measures are taken in the operating control points with branching tracks:

- reconstruction of passing tracks,
- establishment of new transport (or handling) tracks only if their necessity is demonstrably proven,
- alterations to the configuration of tracks in other stations resulting from the new position of the main or passing tracks and from the new position of the platforms or

other freight engineering structures or arising from changes in requirements for train routes,
- replacement of the tracks owned by other persons that were removed as a result of changes to the track configuration,
- reduction of redundant parts of the track in the case there is a collision with the new track configuration or if it substantially reduces the investment intensity of a signalling block system.

Main objectives of modernisation and optimisation of selected railway network of the Czech Republic:

- introducing a higher line speed on sufficiently long sections so that the increased speed can be used effectively,
- achieving the track load class D4 UIC for the line speed of 120 km/h (i.e. 22.5 t/axle and 8 t/standard vehicle length meter),
- introducing clearance for the loading gauge UIC GC according to ČSN 6320, i.e. the basic Z-GC clearance profile,
- ensuring the required railway capacity or providing required time positions of trains while stating the optimised extent of railway infrastructure,
- equipping the track with such technological facilities that ensure full safety of operation at the speed of up to 160 km/h.

Construction of new lines or modernisation of existing lines for speeds above 160 km/h is considered to be a higher level modernisation.

New constructions of line sections which will be part of the high-speed line network are designed with respect to the relevant technical specifications for the interoperability of the trans-European high-speed rail system.

3.8.2 ETCS Development

The strategy of the transition from the LS national train control system to the Class A European interoperbility system – ETCS is based on the ERTMS National Implementation Plan and the European Development Plan by combining investments in track and vehicle equipment in such a way so that the equipped track would create conditions for the operation of equipped vehicles. However, in comparison with the development of the GSM-R system, the development of ETCS is significantly slower. This is mainly due to the fact that deployment of ETCS is effective on modernised lines and equipping with ETCS mobile parts will be gradual. In the first phase it will be applied only for vehicles for international operation or for new or modernised vehicles.

During the migration period from LS national train control system to ETCS, the strategy of ensuring operation is based on the use of dual equipment on the track enabling simultaneous operation of vehicles equipped with ETCS and vehicles equipped only with the LS train control national system for the migration period.

The migration period for the ETCS system in the Czech Republic for the tracks with mixed operation of vehicles equipped with ETCS and vehicles non-equipped with ETCS is defined as the time from the commencement of the routine ETCS operation on the continuously equipped track section to the time of the operation of all trains solely under the ETCS supervision.

The duration of the ETCS migration period must be minimised with respect to safety and other negative operating conditions. The migration period for a given line (track section) will last for a maximum of five years according to the applicable National Implementation Plan ERTMS 2017. The end of the migration period for a specific line will be set by the Ministry of Transport.

Upon expiration of the migration period, the track part of the train control national system will disable LS and the benefits of the ETCS system will be fully applied in terms of increasing the level of safety and efficiency of rail transport control.

The first sections with exclusive operation and the dates of its commencement are stated in the valid National Implementation Plan of ERTMS 2017 or are communicated by the Ministry of Transport.

As part of the construction of new lines or significantly modernized lines (currently mostly without the national train protection system LS), sections equipped exclusively with the ETCS system may be put into operation, for which only ETCS-equipped vehicles will be possible - eg the planned railway connection between Prague and Václav Havel Airport. Prague or new or modernized lines within the system of so-called fast connections (eg line section Brno - Přerov). Other sections that are being prepared for operation exclusively with the ETCS train protection system are the sections Uničov - Olomouc hl. n., Otrokovice - Vizovice, Plzeň-Koterov - Horažďovice suburb and Kralupy nad Vltavou - Děčín hl. n ...

Specific sections of new or modernised lines put into operation exclusively with the ETCS train control system are (will be) published by the Ministry of Transport, including the date of commencement of exclusive operation. According to the valid National Implementation Plan ETRMS 2017, these are currently the following sections: Praha – Veleslavín – Praha – Letiště Václava Havla (Prague – Vclav Havel Airport), new section Plzeň – Stod on the line Plzeň – Domažlice – state border of the Czech Republic/Germany and lines in preparation of the so-called fast connections. For these sections and after the commencement of ERTMS/ETCS operation, Správa železnic will restrict the use of allocated railway capacity solely for the use of a traction, control or special vehicle for which encryption keys are issued and activated for RBC login. Conditions for issuing and activating encryption keys for RBC login are listed in Chapter 3.3.3.4 Information about the commencement of ETCS routine operation in these cases will be updated continuously.

4 Capacity allocation

4.1 Introduction

Railway capacity, i.e. the ability to use rail routes required for certain parts of the track over a certain period of time, is expressed by the number of rail routes that can constructed over a given period of time with given technical, operational and personnel equipment and with maintaining necessary quality of transport.

The railway capacity of multi-track sections is defined by Správa železnic for each track separately according to the specified railway traffic organisation.

In accordance with Section 32 of the Rail Systems Act, Správa železnic allocates the capacity of the railway on nationwide railway and on state-owned regional railways. The maximum time range (the time between the departure from the first point and the arrival at the last point on the Správa železnic network) of the allocated railway capacity is 20 hours. An exception may be granted by the capacity allocator only if a one-time application is submitted for one day only.

On lines that are included in the European Rail Network for Competitive Freight (ERNCF), the OSS (C-OSS) Corridors can also allocate the railway capacity of the track according to Regulation 913/2010 (see Chapter 1.9). Conditions and procedures for allocating the capacity of the C-OSS railway are published by each corridor in the Corridor Information Document (CID). More information can be found on websites of the individual corridors or on the Správa železnic website in the ERNCF section.

4.2 Description of Process

Správa železnic will allocate railway capacity if:

a) the applicant has submitted and attested its application in accordance with the Network Statement,

b) the applicant has a valid licence or has fulfilled all legislative requirements for applicants without a valid licence,
c) the capacity of the railway allows it,
d) the applicant concluded a contract with Správa železnic according to Chapter 2.3.1 or 2.3.2,
e) the carrier has concluded a contract on the performance system according to Chapter 6.5,
f) for interstate routes the condition stipulated in Chapter 4.3.1.2 was met.

4.2.1 Application for Railway Capacity Allocation

4.2.1.1 Application for railway capacity allocation to the annual timetable

Due applications for railway capacity allocation to the annual timetable and late applications to the annual timetable shall be submitted by the applicant to Správa železnic:

- electronically via IS KANGO or IS RNE PCS, in accordance with the instructions issued by the railway operator for use of these applications;
- through electronic data exchange between the IS of the carrier and IS KANGO, according to the conditions defined on the Infrastructure Operation Portal. Railway operator shall inform the carrier about the granting access for data communication between IS KANGO and the IS of the carrier on the Infrastructure Operation Portal;
- in Czech or English language, directly or through an authorised person, in writing, using a special form with the following title: "INTERNATIONAL STUDY FORM / PATH REQUESTS" (see Annex "E") as follows:
    - by post to the address: Správa železniční dopravní cesty, státní organizace Dlážděná 1003/7, 110 00 Prague 1,
    - in person at the registry of Správa železniční dopravní cesty, státní organizace – applications are accepted during office hours, i.e. on working days from 8:00 a.m. to 2:30 p.m.

  A written application must be signed by an authorised person according to the contract (see Chapter 2.3.1) or by person(s) authorised to act on behalf of the company according to the Commercial Register.

The application is considered to be delivered based on date and time:

- » of submission of the application for railway capacity and route in IS KANGO or IS KADR,
- » of submission of the path application in IS RNE PCS,
- » indicated in a stamp of the Správa železnic registry in the case of a written application.

4.2.1.2 Application for ad hoc railway capacity allocation and timetable regular changes

The application for ad hoc and timetable regular changes railway capacity allocation is submitted by the applicant to Správa železnic in Czech language electronically as follows:

- using the IS KADR web form placed on the Infrastructure Operation Portal (http://provoz.spravazeleznic.cz/KADR), in accordance with the instructions issued by the railway operator to operate this IS;
- using the electronic data exchange between the IS of the applicant and IS KADR, according to the conditions published on the Infrastructure Operation Portal;
- for international applications also using IS RNE PCS. The railway operator will notify the applicant of the commencement of data communication between IS RNE PCS and IS KADR on the Infrastructure Operation Portal;
- in the event of an unforeseen failure of the IS KADR, an ad hoc application submitted within 3 working days may also be requested by telephone. In this case, the carrier must immediately submit an application in writing in the Czech language either directly or through an authorized person, by e-mail to:

- International applications - oss@spravazeleznic.cz,
- National applications to the head of the dispatcher for the relevant traffic management area - see Annex A.

A form for a written request in the event of an unforeseen failure of the IS KADR is published on the Infrastructure Operation Portal (Acces to the network -> KADR).

The application is considered to be delivered based on date and time:

- of the submission of the application for the railway capacity in IS KADR,
- of the submission of the path application in IS RNE PCS,
- In the event of an unexpected failure of IS KADR to deliver an e-mail with a written request.

4.2.1.3 Mandatory data in the application

The applicant is required to state in the application the following:

a) business company, ID Number and registered office of the applicant. In the case of an applicant without a valid licence, also the identification of the carrier which will use the allocated railway capacity (business company, ID Number and registered office of the carrier) should be stated. International path applications require the identification of cooperating carriers on relevant neighbouring infrastructures. For international applications, the applicant must be assigned an international number assigned to the company byl UIC (the so-called RICS code);

b) description of the required railway capacity, i.e. a train path that establishes a logical connection of the starting and destination point (alternatively the contact point of two interconnected railways) and the indication of path points needed to identify the path in a clear manner. In this path there must not be any sections of transport points operated multiple times, except for the cases specifically agreed by the railway operator;

c) proposal of a timetable of the required train path, including the requirements for waiting at certain transport points and the reasons for such waiting;

d) type of train conducted on the required train path, including information on its maximum regular weight, maximum speed, length, track class, container profiles, braking mode, maximum braking percentage and rolling resistance;

e) type of traction, series and number of traction railway vehicles, their function, the requirement for planned change of traction vehicles, etc.;

f) time range of the required railway capacity (i.e. the train path usage calendar – daily/on certain days, regularly/as needed, or in the period from-to);

g) type of rail transport operated, including information whether the train is operated on the basis of a public service obligation;

h) stating the required tariff and non-tariff notes into the annual timetable including their time and space limitations;

i) type and extent of required services;

j) other requirements of the applicant for rail vehicle movement and the occupation of tracks surrounding the station in which the assigned path starts or ends, or handling at wayside stations or the minimum required technological time of waiting at the border station, etc.;

k) in the case of the ad hoc application for railway capacity allocation, also stating the technology used at the destination transport point and wayside transport point (see Annex "M") if it is required for waiting or operation, which means a requirement for any occupation of station tracks before or after the departure of the train or if the carrier requests additional cooperation from the railway operator during the waiting;

l) exceptional situations on the train (see Chapter 4.7.3), if these are known to it at the time of the submission of the application;

m) in the case of a written application, a signature of the authorised person according to the contract (see Chapter 2.3) or of the person(s) authorised to act on behalf of the company according to the Commercial Register,

n) in the case of an application submitted by the applicant who is not in possession of a valid licence, a written statement of the licensee that the allocated capacity will be actually used (see Annex "K").

If any of the parameters stated in Sections (a) to (f) are changed, the capacity allocator shall assess, within the process of drawing up the annual timetable, whether there has been a change in the application under Chapter 4.3.1.1 and whether the due application is changed for belated.

In accordance with the TAF/TAP TSI implementation process, a list of mandatory and optional elements of the individual messages used in the Path Application dialogue will be published on the Infrastructure Operation Portal from the date of publication.

4.2.1.4 Other necessary documents

The carrier shall provide Správa železnic the following documents at the latest on the day of the commencement of rail transport operation within the allocated rail capacity:

a) carrier's certificate valid for the period of time to which it has the allocated railway capacity,

b) document proving the conclusion of the liability insurance contract for damages caused by the operation of railway transport on the allocated railway capacity in the minimum amount according to Chapter 2.2.2, including a document proving that the insurance has been paid.

4.3 Schedule for Path Requests and Allocation Process

The rail capacity allocation process to the annual timetable and in the ad hoc mode is carried out in accordance with European directives included in the Rail Systems Act and its implementing decrees, as amended, and in accordance with the arrangements of European railway operators and railway capacity allocators incorporated in RNE organisation.

Applications for railway capacity allocation are divided into the following products,

a) application for railway capacity allocation to the annual timetable,

b) late application for railway capacity allocation to the annual timetable,

c) application for railway capacity allocation to a change of the annual timetable,

d) application for ad hoc capacity allocation.

The participants of the capacity allocation process are:

- applicant;
- railway capacity allocator:
  - » Správa železnic – Department of Timetable,
  - » Správa železnic CDP Praha and CDP Přerov,
  - » on lines operated by another operator the dispatcher department of the railway operator.

Contacts to railway operators and the dispatcher department of Správa železnic and other railway operators are provided in Chapter 1.1.3 and Annex "A".

For mutual cooperation of applicants and capacity allocators in the capacity allocation process, the following information systems are used:

a) IS KANGO Information System for drawing up an annual timetable – this is a set of interconnected modules, which allow to draw up the annual timetable and its planned changes from the preparation of necessary basic data, through entering detailed data about each required train path and a graphic design of the train timetable to the creation of all necessary data outputs of the annual timetable.
b) RNE PCS Information System – this is a coordination tool that ensures mutual cooperation of applicants and capacity allocators, including their own information systems, when defining requests and the subsequent design of international train paths. This IS is developed by RNE and offered to carriers free of charge. More information can be found on the RNE website or provided by the OSS.
c) KADR Information System – it is used to enter or receive ad hoc application and subsequent allocation of the route by the capacity allocator. This IS is offered to applicants free of charge. Detailed information on the conditions of the use of this IS are available on the Infrastructure Operation Portal.

By submitting a railway capacity application, the applicant agrees with the terms stated in this Network Statement

4.3.1 Schedule for Working Timetable and Its Regular Changes

4.3.1.1 Regular request for allocation of the railway capacity to the annual timetable

This process is divided into a logical sequence of partial phases that are adapted to the agreed time schedule of the annual timetable.

The individual partial phases include:

- receipt of an application to the annual timetable,
- submission of a proposed plan for designing train paths,
- application of the applicants' suggestions,
- railway capacity allocation.

In order to draw up the annual timetable, Správa železnic offers technical capacity of the route, which is based on the equipment of the railway infrastructure. On the basis of this application, Správa železnic will allocate route capacity to the applicant for the validity period of the annual timetable.

Technical capacity of the route indicates the maximum scope of traffic, taking into consideration requirements for the required quality and prescribed maintenance. When determining technical capacity of the route, full staffing and operation of temporarily closed facilities that may be put into service if necessary, are assumed.

The route and timetable of the train shall be determined by the railway operator as part of the railway capacity assessment before the subsequent capacity allocation. Relevant data outputs for the annual timetable are provided by Správa železnic to the carriers free of charge electronically on the Infrastructure Operation Portal.

4.3.1.2 Submission of the application

The applicant shall request for route capacity allocation at the railway operator in accordance with provisions stated in Chapter 4.2.1.1.

The application must contain all the information defined in Chapter 4.3.1.3.

International applications must be harmonised in advance with cooperating applicants on neighbouring railway infrastructures. This is an essential condition for accepting this application for design. The IS RNE PCS serves to harmonise the application between applicants. The allocation of route and line capacity on a border section is subject to the agreement of the adjacent railway capacity allocator (infrastructure manager) based on the confirmation that the same application for the allocation of the route and line on the

interconnected border section of the neighbouring infrastructure has been submitted by the follow-up applicant and that this application would be granted.

The applicant may also apply for the allocation of the offer route. The railway operator does not guarantee the allocation of the offer route to the applicant.

4.3.1.3 Receipt of the route application

Railway operator will accept the application and, if it is not submitted directly in the IS, it will insert the data from the application into IS KANGO. Incompleteness or factual errors in the application may be a reason for rejection and return. Re-submission of this application shall be considered as a new application, including the updated receipt date.

The railway operator shall assess the railway capacity upon the receipt of the application. When assessing the railway capacity, it will allocate an offer route or draw up a train route and submit a draft of the train timetable to the applicant. In the case of international routes, the draft of the train timetable is coordinated and submitted collectively to the applicants. The IS RNE PCS is used to coordinate train timetable drafts. Správa železnic submits the route proposal to the applicant through IS KANGO or IS RNE PCS or via data communication with the information system of the carrier. Správa železnic may submit the multiple drafts of the timetable to the carrier, but no more than one draft for each required movement day.

4.3.1.4 Acceptance of train timetable draft

The applicant shall assess the draft of the train timetable and advises for objections on the proposed routes or approves the proposed routes. This is done via IS KANGO or for domestic routes also in writing, for international routes simultaneously via IS RNE PCS. Written objections or a written approval will be sent via email to Správa železnic, the Department of Timetable. In the case of an international route that is provided by the applicants in cooperation, the objections regarding the route are handled with the leader applicant, who will subsequently submit them to railway operators. The details of these processes are provided in RNE's manuals for IS RNE PCS.

The applicant must send its objections or acceptation of routes by the deadline for the submission of applicants' objections against the draft annual timetable. If within this deadline the applicant fails to send his objections, the proposed routes are considered to be accepted.

The applicant's objections shall be handled by the railway operator by the deadline for allocating railway capacity for applications to the annual timetable.

If the route capacity application cannot be complied with even after the coordination of all received requirements (see Chapter 4.4.1), the railway operator shall notify the applicant of this information together with the statement that there is no other alternative for settling its application.. The applicant may then re-submit its application in new dates and new conditions for designing train routes. The re-submission of this application shall be considered as a new application, including its date of receipt.

Upon acceptance of the route by the applicant, Správa železnic will allocate the railway capacity of this route. Subsequently, it processes the proposed route and its data into the annual timetable.

When processing applications to the annual timetable, deadlines defined by European directives, the Rail Systems Act and its implementing regulations, as amended, and deadlines agreed by RNE, European railway operators organisation and railway capacity allocators, are observed. These are listed in Chapter 4.3.1.8.

4.3.1.5 Change of the application

The application is considered to be changed if the application parameters are changed by the applicant to such an extent that the railway operator has to change the parameters of the already planned route. The decision whether the change of application parameters causes a change in the route design is issued by the railway operator.

If the applicant changes the parameters of its application between 14. April 2020 and 7. September 2020 for passenger transport and between 14. April 2020 and 30. September 2020 for freught transport, there is a change in the application, which is solved by two subsequent steps:

- cancellation of the original application,
- creation of a new route application – late applications with a new referral date.

4.3.1.6 Late application for allocation of the railway capacity to the annual timetable

This process addresses the applications to the annual timetable, which were submitted after the deadline of 14. April 2020 or were changed after that date.

For late applications, train routes are designed within the remaining free capacity of the railway, taking into account already allocated routes.

Routes designed for late applications have a lower priority than applications for capacity allocation to the annual timetable.

For the submission and receipt of a route application, the acceptance of the draft annual timetable and a change of the application, the provisions of Chapter 4.3.1.1 are applied adequately.

4.3.1.7 Application for capacity allocation to a change of the annual timetable

The railway operator offers applicants the possibility to receive applications for the planned change of the annual timetable.

The routes within the change of the annual timetable are designed in the remaining free capacity of the railway, taking into account already allocated routes and planned construction works.

The routes designed on the basis of applications to a change of the annual timetable have a lower priority than the applications for capacity allocation applied earlier.

For the submission and receipt of the application and acceptance of the proposal for the change in the timetable, the provisions of Chapter 4.3.1.1 are applied adequately.

4.3.1.8 Deadlines for designing the annual timetable and its planned change

Annual Timetable 2021

Regular request for the annual timetable	Applications accepted until	14. April 2020
	Presentation of the draft of the annual timetable for passenger transport	12. June 2020
	Draft of the annual international timetable published until:	6. July 2020
	Draft of the annual timetable for freight transport	6. July 2020
	Deadline for objections by applicants in freight transport	7. August 2020
	Deadline for objections by applicants in passenger transport	7. August 2020
	Deadline for railway capacity allocation	30. November 2020
Late request to the annual timetable	Request accepted from	15. April 2020
	Requests for passenger transport accepted until	7. September 2020
	Requests for freight transport accepted until	30. September 2020
	Deadline for railway capacity allocation	30. November 2020
The start of validity of the		13. December 2020

annual timetable		
The end of validity of the annual timetable		11. December 2021

Deadlines for requests to the Planned Change of the Annual Timetable 2021

Change of the annual timetable	Requests accepted until	12. April 2021
	Change valid from	13. June 2021

4.3.2 Schedule for Train Path Requests Outside the Timetabling Process (Ad-Hoc Requests)

As part of the ad hoc route capacity allocation, Správa železnic offers the following products:

- application for long-term ad hoc route capacity allocation where the period from the receipt of the application to the first required departure day of the train is 20 or more working days (including the submission date of the application) and concurrently 20 days of movement or more is required in one application,
- application for ad hoc route capacity allocation for "more than 3 days" where the period from the receipt of the application to the first required departure day of the train is three or more working days (including the submission date of the application);
- application for ad hoc capacity allocation for "less than 3 days" where the period from the receipt of the application to the first required departure day of the train is less than three working days (including the submission date of the application)
- application for ad hoc route capacity allocation for the purpose of technical and safety tests of rail vehicles,
- application for ad hoc route capacity allocation for test driving of vehicles of an unapproved type or driving faster than the maximum track limit,
- application for ad hoc route capacity allocation for maintenance of Správa železnic infrastructure,
- application for ad hoc route capacity allocation due to the temporary capacity restrictions.

An application for an ad hoc allocation of the capacity of the infrastructure due to the temporary capacity restrictions is not necessary in cases where the capacity is restricted pursuant to Section 23c (3) a) the Railways Act.

The route and the timetable of the train shall be determined by the railway operator as part of the assessment of the application for railway capacity.

For long-term applications, ad hoc applications and applications for "more than 3 days", the railway operator shall design and ad hoc routes with solving the conflicts.

In the case of applications for "less than 3 days", it is up to the railway operator to decide whether to allocate ad hoc routes with solving the conflicts (e.g. allocate offer routes in a designed position), or to allocate routes in reserve capacity to resolve conflicts as part of operational traffic management.

4.3.2.1 Submission of the application

The applicant applies for ad hoc railway capacity allocation electronically:

- using data communication from its own IS to the IS of the railway operator – IS KADR. Before the initiation of data communication, the railway operator has to agree with the correctness of the established data communication. Conditions for connecting the IS data communication of the applicant shall be communicated by the railway operator;
- through the IS KADR web application form that is to be found on the Infrastructure Operation Portal (http://provoz.spravazeleznic.cz/KADR);

- for international applications also using IS RNE PCS. Správa železnic will inform about the commencement of the data communication between IS RNE PCS and IS KADR on the Infrastructure Operation Portal.

The application must contain all the information defined in Chapter 4.2.1.3.

International applications must be harmonised with cooperating applicants on neighbouring railway infrastructures. This is an essential condition for accepting this application for design. The allocation of route and line capacity on a border section is subject to the agreement of the adjacent railway capacity allocator (infrastructure manager) based on the confirmation that the same application for the allocation of the route and line on the interconnected border section of the neighbouring infrastructure has been submitted by the follow-up applicant and that this application would be granted.

The applicant may also apply for the allocation of the offer route. The railway operator does not guarantee the allocation of the offer route to the applicant.

In the case of an application for capacity applied for "less than 3 days", the applicant submits this application in a period exceeding 12 hours before the departure of the train from the starting point/access point to Správa železnic infrastructure. The applicant may also apply in a shorter time, however Správa železnic does not guarantee the timely settlement of its application.

4.3.2.2 Receipt of the application for route capacity

Správa železnic will accept the application for ad hoc capacity allocation through IS KADR. If the application is incomplete or contains factual errors, this may be a reason for refusal and return. Re-submission of this application shall be considered as a new application, including the updated receipt date.

Application for capacity allocation is assessed by Správa železnic only within the free capacity of the route, remaining after the end of the process of route capacity allocation to the annual timetable and after the completion of all previous ad hoc applications for route capacity allocation. At request of the applicant, Správa železnic will allocate route capacity for the period until the planned change of the annual timetable. However, Správa železnic may carry out a separate assessment of the application and the subsequent allocation of track capacity for every 30 days.

During the whole capacity allocation process, Správa železnic cooperates closely with other railway operators in the Czech Republic, which are responsible for processing the train timetable.

For mutual cooperation in allocating railway capacity that exceeds the capacity of one capacity allocator, a joint commission consisting of the representatives of the capacity allocators concerned is set up where necessary.

After the application is received, Správa železnic will assess the route capacity, determine a train timetable applicable within this capacity and submit it to the applicant as a draft. Správa železnic may submit more drafts of the timetable to the applicant but no more than one draft for each required movement day.

In the event of a conflict while designing a timetable, the application that has been accepted earlier has priority. In the case of concurrent applications, the unused track capacity will be allocated to the applicant which intends to provide transport services.

The railway operator for international capacity applications shall ensure a coordinated offer of the train route in cooperation with infrastructure operators and railway capacity allocators on other infrastructures. The allocation of route and line capacity on a border section is subject to the agreement of the adjacent railway capacity allocator (infrastructure manager) based on the confirmation that the same application for the allocation of the route and line on the

interconnected border section of the neighbouring infrastructure has been submitted by the follow-up applicant and that this application would be granted.

4.3.2.3 Acceptance of draft route

The applicant shall assess the proposed route and provide objections against the proposed train timetable or approves the proposed route. This is done via IS.

The applicant must send its objections or acceptance of the route

- within 24 hours after receiving the route offer, but no later than 2 hours before the proposed departure time from the departure station for capacity application for "more than 3 days",
- within 2 hours after receiving the route offer, but no later than 2 hours before the proposed departure time from the departure station, for capacity applications for "less than 3 days",

otherwise the draft of the railway operator is considered accepted.

The applicant has also an option of accepting the route offer in advance when the application is filed. In this case, after designing the train timetable, track capacity is automatically allocated.

Applicant´s objections shall be handled by the railway operator as soon as possible, up to the time the train departs from the transport starting point.

The railway operator may also send information to the applicant that there is no alternative how to handle its application for capacity. The applicant may then re-submit its application in new dates and new conditions for designing train routes. The re-submission of this application shall be considered as a new application, including its date of receipt.

Upon acceptance of the route by the applicant, Správa železnic will allocate the railway capacity of this route. The proposed route is then processed and its data put into SPIS.

In the case of the ad hoc capacity application on lines with a closure of transport services (See Chapter 3.5.3) the applicant is required to apply for capacity at latest 3 business days prior to the scheduled movement if it requests adjusting he extent of the transport service closure, except in the case of applications due to a restriction of the runway operation, transport services. The railway operator shall consider the possibility of adjusting the extent of transport service closure and shall inform the applicant accordingly.

4.3.2.4 Deadline for processing the application for ad hoc route capacity allocation

The capacity allocator shall respond to the applications for route capacity allocation in the shortest possible time but no later than within 5 working days from its delivery. Moreover, the capacity allocator will respond to the application for railway capacity allocation submitted in a period longer than 12 hours before the train departure from the starting transport/contact point of Správa železnic infrastructure no later than within the requested train departure from the starting transport/contact point of Správa železnic infrastructure.

It is also possible to reply by changing the status of the application in IS KADR

4.4 Allocation Process

If the number of applications does not exceed route capacity, Správa železnic shall proceed in such a way as not to favour any of the applicants. If the number of applications exceeds route capacity, Správa železnic shall follow the principles of application coordination process and priority criteria (see below).

4.4.1 Coordination Process

If all applied requirements for allocating free route capacity to the annual timetable cannot be handled, Správa železnic shall coordinate due applications of the applicants and propose to all

applicants, to the extent appropriate, another suitable route capacity, which may not correspond fully to the individual applications.

If it is not possible to handle all applied requirements for free railway capacity allocation, Správa železnic is entitled to preferentially allocate route capacity in the following order:

1) requirements for free railway capacity allocation for the purpose of operating rail transport on the basis of the contact on passenger transport public services,
   i) supraregional or international trains,
   ii) trains operated in the area of the region
   iii) trains operated in the area of the municipality
2) requirements for the allocation of free railway capacity for the purpose of operating combined transport,
3) requirements for the allocation of free railway capacity for the purpose of operating international freight transport,
4) requirements for the allocation of free railway capacity for the purpose of operating regular international passenger transport,
5) requirements for the allocation of free railway capacity for the purpose of operating regular domestic passenger transport,
6) requirements for the allocation of free railway capacity for the purpose of operating regular domestic freight transport,
7) requirements for the allocation of free railway capacity for the purpose of operating other transport.

Priority allocation of Správa železnic railway capacity shall be discussed with the respective applicants; where appropriate, the procedure referred to in the first paragraph shall be applied adequately.

In the capacity allocation process for late applications to the annual timetable, applications for regular changes to the annual timetable and applications for ad hoc capacity allocation, conflicts during allocating capacity are handled in such a way that priority is given to the application received by Správa železnic earlier.

4.4.2 Dispute Resolution Process

If the applicant does not agree with the coordination of due applications, it shall disclose its disapproval together with the justification or a proposal of an alternative solution for the coordination of due applications, in writing within five days from the date of delivery of the proposal for capacity allocation to Správa železnic. Správa železnic shall resolve the disagreement no later than 10 working days from the date of receipt of the applicant's disapproval.

The applicant, whose application for railway capacity allocation was not satisfied by Správa železnic even after the completion of the coordination process, is entitled to request the Transport Infrastructure Access Authority (see Chapter 1.1.1.2 to review if the extent of the allocated capacity or the procedure for its allocation is not in contradiction to the Rail Systems Act.

If the Transport Infrastructure Access Authority finds that the extent of the allocated capacity is in contradiction with the Rail Systems Act, the allocator shall re-allocate railway capacity and determine the manner of this allocation.

4.4.3 Congested Infrastructure

In the cases where, after coordination of the required routes and consultations with the applicants, it is not possible to adequately satisfy applications for free railway capacity, Správa železnic shall in this situation declare capacity exhaustion on the relevant infrastructure

element. Správa železnic will notify demonstrably all applicants with whom it has concluded a contract according to Chapters 2.3.1 or 2.3.2 of this fact on the Infrastructure Operation Portal.

Správa železnic is entitled to restrict railway capacity allocation on those sections of the infrastructure that cannot satisfy the demand for railway capacity during certain time periods or after coordination of different applications for railway capacity, i.e. in the case of exhausted railway capacity.

Správa železnic is entitled to withdraw the allocated railway capacity on the track section where the capacity has been exhausted or in the section where restrictions for railway operation are planned if the allocated train routes in accordance with the time table are not used in this section for at least 75% during a period of one month. The above mentioned right to withdraw railway capacity allocation does not apply to cases where the railway capacity is not used due to reasons on the part of the railway operator.

If the respective infrastructure is declared by the railway operator to be the infrastructure with exhausted capacity, Správa železnic applies priority criteria for the coordination process stated in Chapter 4.4.1 when allocating this railway capacity.

4.4.4 Impact of Framework Agreements

In the case of coordination of applications, applications submitted in accordance with a concluded framework agreement, receive capacity allocation with priority according to Chapter 4.4.1.

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

Správa železnic, as an organisation exercising the function of the owner of state-owned railways, carries out maintenance and repair works on the railway in accordance with the provision of Section 20 of the Rail Systems Act in the extent necessary for its operability and secures development and modernisation of nationwide and regional railways necessary for ensuring transport needs of the state and transport servicing in its regions.

For this reason, Správa železnic implements an extensive railway network development and maintenance programme. The implementation of this programme has significant impacts on the extent of available railway capacity, both by closing part of the infrastructure and by limiting speed on affected sections of the track. The list of planned temporary capacity railway restrictions ("TCR") planned to be implemented by Správa železnic is published on the Správa železnic website (https://www.spravazeleznic.cz/dopravci/vyluky) in the following dates:

- until 8. December 2019 for the period of validity of the Timetable 2021 in its second updated version according to Annex VII to Directive 2012/34/EU of the European Parliament and of the Council (hereinafter as Annex VII),
- until 14. December 2019 for the period of validity of the Timetable 2022 2021 in its first version according to Annex VII,
- until 14. August 2020 in the version of publishing TCR with low-impact according to paragraph 12 of Annex VII for the validity period of Timetable 2021.

Správa železnic shall notify applicants for railway capacity of such DOK (already published in the second publication regime pursuant to Annex VII) which, due to the impact of restrictions, expects to include reduced capacity allocation within the framework of the annual timetable by 14 December 2019 In the case of such DOKs, Správa železnic considers that, during the capacity allocation, due to the specific parameters of a particular DOK, a situation will occur in which it will not be possible to satisfy all received requests for infrastructure capacity allocation.

4.5.1 Alternative Route Offer Design

For TCRs published within the rules set out in paragraph 12 of Annex VII with a requirement for the construction of an exclusive timetable, the Správa železnic shall prepare an offer of train paths for RU.

The allocated capacity may be adjusted or even withdrawn if this is necessary in connection with the implementation of actions from the ÚPDI approved TCR plan under the conditions specified in § 23b of the Railways Act and in § 21a and § 22 of Decree No. 173/1995 Coll. RUs will be informed immediately of the need to adjust the capacity already allocated, but no later than 60 days before the start of the event. In the event of an event with an approved request for the construction of an exclusion timetable, they will be sent a draft exclusion timetable at least 45 days before the date of the planned restriction of railway operation. Any removal of track capacity will be done in a non-discriminatory manner. The removal of track capacity will be carried out in accordance with the text of Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34 / EU of the European Parliament and of the Council establishing a single European railway area to take into account:

1. commercial and operational restrictions on the applicants for track capacity concerned and minimize the risk of permanent relocation of certain parts of the traffic to less environmentally friendly modes of transport;
2. transport services on the basis of a public service contract for the carriage of passengers, which does not preclude a temporary transfer to another mode of transport while maintaining the necessary scope of transport services.

Therefore, priority will be given to taking capacity from the segment whose temporary transfer to other modes of transport or diversion routes is the easiest to operate and the risk of a permanent shift to a less environmentally friendly mode of transport is the lowest.

When adjusting the allocated capacity in accordance with the provisions of the previous paragraph, the RU shall endeavor to minimize the deviation from the allocated timetable. The adjustment of allocated capacity will be assessed individually in the planned TCRs according to the composition of trains with allocated capacity in the line section concerned under the conditions of Delegated Commission Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII of Directive 2012 / 34 / EU on the creation of a single European railway area, and in Article 14 (8) of Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight, and in assessing the following: aspects:

1) Significant share of regional passenger transport (in the public service obligation / on the commercial risk of the carrier):
   a) the possibility of compensation;
   b) the possibility of partial reimbursement;
   c) no replacement is possible;
2) Significant share of freight transport:
   a) the possibility of an acceptable diversion in compliance with the necessary standards;
   b) diversion is not possible;
   c) partial deflection;
   d) maintaining the necessary serviceability;
   e) possible frontloading;
3) Significant share of long-distance passenger transport (in the public service obligation / on the commercial risk of the carrier):
   a) the possibility of compensation;
   b) the possibility of partial reimbursement;
   c) the possibility of diversion;
   d) the possibility of connecting sets.

In this case, applicants are entitled to use the replacement railway capacity or to a refund of the price paid for the allocation of railway capacity in accordance with the provisions of Chapter4.6.

The above mentioned procedure includes the following steps:

Step	Deadline
Consultation of the TCR's annual plan with applicants prior to the first publication pursuant to Annex VII	24 months *)
Publication of the annual plan of TCR in the mode of first publication according to Annex VII	24 months *)
Coordination of designated TCRs with the connected networks	18/13,5 months *)
Consultation with applicants prior to the second publication according to Annex VII	12 months *)
Publication of the annual plan of DOK in the mode of the second publication according to Annex VII	12 months *)
Consideration of possible changes to the TCR annual plan after the second publication with applicants	5 months *)
Správa železnic's application for approval of the TCR plan at ÚPDI	4 months *)
Low-impact TCR publication pursuant to Article 12 of Annex VII	4 months *)
Informing RUs of the routes offered for closures with an approved design requirement of the lockout schedule	4 months **)
Informing carriers of the planned TCR	90 days **)
Submission of draft lockout schedule (if designed)	45 days **)
Deadline for measures of RUs to the lockout order	20 days **)
Správa železnic's comments on the carriers' comments on the draft timetable timetable, if these comments were not fully or partially met	10 days ****)
Ukončení tvorby výlukového rozkazu a vydání výlukového rozkazu a výlukového nákresného jízdního řádu (je-li konstruován)	15 days **)
Termination of the lockout order and the issuance of the lockout order and lockout timetable (if designed)	5 working days***)

*) Before allocating capacity to the annual timetable – see Chapter 4.3.1.8.
**) Before the start of the closure.
***) From the date of delivery of the draft Exclusive Drawing Schedule.
****) From the date of delivery of the RU's statement on the draft timetable

For the needs of diagnostics and measurement of infrastructure and where possible, Správa železnic establishes a reserve capacity of 10% of the technical capacity of the railway on the relevant track section.

This railway capacity may be used by:

a) applicants transporting material, equipment and technical devices for railway diagnostics and measurement, maintenance, renewal and track capacity enhancement or carrying out the above mentioned activities themselves,

b) applicants whose railway capacity allocated by Správa železnic is limited by maintenance, renewal and track capacity enhancement works on the railway, and only to the extent reducing the limitation if this capacity is not used in accordance with (a);

c) other applicants if this capacity is not used according to Clause (a) or (b).

In the case of an application for the allocation of this railway capacity, the Správa železnic shall take into account its purpose and adjust the priorities for its allocation accordingly. The Správa železnic may reject the applicant's request for reserve capacity of the track for maintenance, renewal and increase of track capacity if this does not fulfill its purpose.

4.5.2 Process of Allocating Reserve Railway Capacity for Maintenance, Renewal and Capacity Enhancement

Railway capacity is allocated to applicants in accordance with the procedure pursuant to Chapter 4.3.2.

In the event of the application for allocation of this railway capacity, Správa železnic shall take into account its purpose and adjust the priorities in its allocation. Správa železnic may reject the application for reserve railway capacity for the maintenance, renewal and capacity enhancement if it does not meet its purpose.

4.6 Non-Usage / Cancellation Rules

The applicant cannot transfer the allocated capacity to other persons while the use of capacity allocated to the applicant which is not in possession of a valid licence by the carrier stated in the application is not considered a transfer of capacity.

If, for any reason, the applicant does not intend to use the allocated railway capacity or intends to restrict the extent or frequency of train movements on certain days or for a certain period, it is obliged to cancel the allocated railway capacity.

Cancellation of railway capacity of the track is carried out as follows:

- using IS KANGO, in case of national routes for cancellations to the regular change of the annual timetable also in writing, given that the submission date is the date and time of delivery of the application to Správa železnic, in the case of international routes also using IS RNE PCS,
- using IS KADR or via data communication between the IS of the applicant and IS KADR.

Railway capacity cancelled this way may then be allocated to another applicant.

If the applicant gives up the allocated railway capacity less than one month before the planned day of train movement outside the period of regular change of the timetable and due to reasons on the p of part of the applicant or the allocated railway capacity will run out because of a train delay of more than 1,200 minutes due to the reasons on the part of the applicant or it will not use the allocated capacity, it is obliged to pay a sanction to the capacity allocator (see Chapter 6.4.1).

If the applicant cannot use the allocated railway capacity for reasons on the part of Správa železnic, the sanction according to the previous paragraph does not apply and the applicant has the right to use alternative railway capacity offered by Správa železnic (diversions). This alternative railway capacity is allocated free of charge.

If the applicant cannot use the allocated railway capacity for the entire length of the train route of the allocated railway capacity due to reasons on the part of Správa železnic and does not use the rights for free allocation of alternative railway capacity, it may request price reimbursement for the capacity allocation for days that it was not able to use the capacity to full extent. Správa železnic is obliged to comply with the application in such a case.

4.6.1 Rules for the Use of Allocated Railway Capacity

From the point of view of the allocated railway, railway capacity is considered used for a specific day if it has been used at least between two transport points on that day. This means that the applicant cannot claim multiple use of one business transaction (TR ID) and one allocated data timetable (PA ID) for multiple trains for a specific day. The provisions of this paragraph do not affect the assessment of capacity use in relation to individual sections between stations, as described in Chapter 4.4.3.

By using a route on a single section between stations in a single time period, the applicant`s right to use the allocated route on other previously allocated sections will forfeit.

The carrier may use the allocated capacity only in such a way so that no deviation would occur from the allocated time position of more than 3 hours before the allocated route (head start) or 20 hours after the allocated time (delay) at any point of the route. If the carrier requests a higher deviation, it is obliged to submit an application for new capacity allocation.

4.6.2 Withdrawal of Allocated Railway Capacity

Správa železnic is entitled to withdraw allocated railway capacity from the applicant if:

a) it has not been used for a period of one month;

b) conditions as set in the Network Statement are met for this;

c) the carrier ceased comply with railway access conditions stated in Article 2.2.2 of this Network Statement;

d) the applicant has not paid the invoiced price for the allocation of railway capacity or for the use of the railway for the purpose of train movement or for services provided or the penalties for unused or renounced allocated capacity within the contractual maturity period and did not do so within the substitute deadline set out in a written reminder containing the notice of stopping the allocation of the railway capacity and withdrawal of the already allocated railway capacity;

e) the carrier uses the railway in contradiction with the allocated railway capacity;

f) there was a cancellation/withdrawal of railway capacity on the neighbouring infrastructure;

g) it is stipulated by law;

h) it was decided by the effective decision of a public authority.

Správa železnic is also entitled to limit applicant`s allocated capacity if the allocated railway capacity has been used, for reasons on its part, for less than 25% of the allocated train kilometres during a period of one month. Reasons on the part of the applicant mean all reasons that have not occurred on the part of the capacity allocator, the railway operator, state and local administration and have not been caused by an exceptional event or force majeure.

Správa železnic is also entitled to require from the applicant to limit the extent or frequency of train movements on certain days or in a certain period, i.e. to relinquish railway capacity that has been used for less than 50% of the allocated train kilometres during a period of one month, if it was not caused by reasons that the applicant could not influence.

4.7 Exceptional Consignments and Transport of Dangerous Goods

4.7.1 Exceptional Consignments

The carrier is obliged to discuss with the railway operator any transport of an exceptional consignment in accordance with the internal regulation of the railway operator concerned by such transport.

The discussion of the conditions for exceptional transport must be completed with all railway operators concerned by the transport prior to its commencement.

The carrier is obliged to enter the identification number and the number of the commanding dispatch for transport of the exceptional consignment into the information system of the railway operator in accordance with internal regulation of the concerned railway operator.

4.7.2 Transport of Dangerous Goods

When transporting dangerous goods, the carrier is obliged to comply with the Rules for the International Carriage of Dangerous Goods (RID), as amended, and national generally applicable environmental legislation when commencing such transport or other internal regulations and documents of the railway operator.

The carrier is allowed to transport dangerous goods in accordance with RID under the conditions specified therein. When transporting dangerous goods, the carrier must ensure that the railway operator has at its disposal information in the following extent at minimum:

- train composition,
- position of the wagon with dangerous things on the train,
- UN numbers of transported dangerous goods,

- presence of dangerous goods packed in limited quantities according to Chapter 3.4 of the RID if only dangerous goods packed in limited quantities are transported and a classification of a wagon or large container is required pursuant to Chapter 3.4 of the RID,
- weight of transported dangerous goods.

The carrier shall enter these data into the IS of the railway operator before the departure of the train from the departure station or from the point of marshalling the wagon with dangerous goods into a train.

Detachment of wagons with dangerous goods must be negotiated by the railway operator with the carrier in advance. In particular, the following must be agreed and approved by the railway operator:

- location of detached wagons with dangerous goods (station, track)
- time period of detachment of wagons with dangerous goods,
- information on whether supervision over wagons with dangerous goods will be carried out and who will ensure it,
- information on where train documentation and transport documents will be stored.

Procedures in case of exceptional events (leaks, accidents etc.) are regulated by internal regulations and other documents of the railway operator. The carrier is obliged to provide the railway operator at request with its own procedures respecting the principles set by the railway operator.

Carriers and other legal or natural persons involved in the transport of high risk dangerous goods must accept and apply such safety measures to ensure safe handling and transport of dangerous goods, by stipulating responsibilities and rules for handling in the so-called Safety Plan. This Safety Plan will be drawn up by the carrier in accordance with Správa železnic Safety Plan for Transport of High Risk Dangerous Goods pursuant to the RID (drawn up under 1.10.3.2 of the RID) and in compliance with internal emergency plans for marshalling yards of the railway operator. According to the RID, high risk dangerous goods are goods that might be potentially misused in terrorist attacks and that might have serious impacts such as massive fatalities or mass infection. An Overview of high risk dangerous goods is provided in Chapter 10 of the RID.

Any report of exceptional events must contain information on the presence of transported dangerous goods pursuant to RID.

Contacts to regional railway operators are listed in Chapter 1.1.3 and in Annex“A”.

4.7.3 Exceptional Events on the Train

The carrier is obliged to notify the railway operator of all exceptional events on the train, prior to the train movement. Exceptional events are the following events:

a) marshalling of an exceptional consignment,

b) train running in the code for combined transport,

c) transport of dangerous goods (with code identification in accordance with RID),

d) military transport,

e) passenger transport on freight trains (excluding regular transport);

f) exceeding the length norm according to the provisions of respective route tables,

g) train speed reduction compared to the specified speed by 10 km/h or more,

h) transport of specialised traction vehicles,

i) all other transports for which any restrictive measures are taken for their movement on the required route (e.g. test movements, marshalling wagons for which the “R” speed signal applies, etc.)

j) handling on the route or change of work technology at request of the carrier, as opposed to valid GVD conditions,

k) delay of a train-set or a locomotive train going for a passenger train.

Reporting exceptional events on the train is conducted in accordance with the railway operator's internal regulations.

4.7.4 Exceptional Events for Rail Vehicle Testing

Applications for allocation of railway capacity for technical safety testing of rail vehicles, testing of non-approved rail vehicles or driving above the speed limit of the line are handled by Správa železnic in ad hoc capacity allocation mode (see Chapter 4.3.2). If no route is found to meet the requirements of the test drive while not affecting other routes, railway capacity can only be allocated after the applicant obtains permission from other applicants to disrupt their routes.

In the case of such test drives, Správa železnic is entitled to charge the applicant a contract price for railway capacity allocation according to Chapter 6.3.1 (TB and ZK products).

If a non-approved vehicle is put into regular operation during testing operation and no exceptional transport measure is taken to ensure its drive and operation safety, such a drive is not considered to be a test drive pursuant to this Chapter.

At request of the applicant, Správa železnic provides special services such as ensuring exceptional safety conditions for conducting a test drive etc.

4.8 Special Measures To Be Taken in the Event of Disturbance

An exceptional event is an accident or an incident that occurred in connection with railway transport operation or movement of a rail vehicle on the railway or in its surroundings and that endangered or disturbed

a) railway operation safety,

b) safety of persons,

c) safe operation of buildings or facilities, or

d) environment.

An accident is an event resulting in death, injury or another detriment. Serious accident is an accident caused by the collision or derailment of railway vehicles resulting in death, injury of at least 5 persons, or damage of a large scope according to the Criminal Code on a railway vehicle, track or the environment, or another accident with similar consequences. An incident is an exceptional event other than the accident.

4.8.1 Principles

The procedure for detecting the causes of an exceptional event includes reporting of the exceptional event, the procedure for collecting documentation on the site of the exceptional event, identifying the causes and circumstances of the exceptional event and taking measures to prevent exceptional events.

Správa železnic issues its own organisational measures in the form of an reporting schedule for the purposes of quick reporting of an exceptional event. The reporting schedule is available at all workplaces that Správa železnic commissioned to report exceptional events. The reporting workplaces and their contact information are listed in the Route Table.

The agreement between the carrier and Správa železnic (see Chapter 2.3.1) sets a list of operating rules that the carrier and Správa železnic are obliged to observe during the exceptional event.

At the Milotice nad Opavou – Vrbno pod Pradědem regional railway, the operator of this railway, Advanced World Transport a.s., offers to conclude or mediate the conclusion of the

agreement on assistance when removing the consequences of exceptional events. More information is provided directly by the operator of this railway.

Contacts to regional railway operators are listed in Chapter 1.1.3 and in Annex"A".

4.8.2 Operational Regulation

Basic operating rules for an exceptional event together with foreseen and unforeseen problems related hereto are stated in the Rail Systems Act and in Decree No. 376/2006 Coll., on the Safety System for Railway Operation and Transport and Procedures During the Occurrence of Exceptional Events on Railways, as amended. These basic operating rules are further developed by the internal regulation of the respective railway operator.

4.8.3 Foreseen Problems

In the event of a train transport disturbance caused by an exceptional event, the railway operator shall adopt all necessary measures to restore normal situation. For this purpose, it has a crisis plan stating public authorities to be informed in the event of serious accidents or serious disturbances in train transport.

Správa železnic will allow applicants to use other free capacity of the railway for train movements on an appropriate diversion route accepted by the applicant.

4.8.4 Unforeseen Problems

Exceptional interruption of the line or its significant restriction with effect on the train running for more than 10 minutes, the railway operator shall be demonstrably notified to the railway undertaking immediately after the obstacle is detected or an unforeseen closure is determined, including the expected duration of the interruption and reason interruption of operation.

In the event of the imposition of regulatory measures in rail transport in crisis situations, in emergency cases and if absolutely necessary as a result of an extraordinary or other event resulting in the interruption of operation, Správa železnic may limit the allocation of railway capacity and reduce or reduce the capacity. i to withdraw the allocated railway capacity on the section concerned for as long as is necessary to restore operation.

5 Services

5.1 Introduction

In accordance with the law of the European Union and the Legal Order of the Czech Republic, the extent of services provided by the railway operator to the authorised carrier is defined in the decree by the Ministry of Transport.

Access to nationwide and regional railways and the provision of services related to railway transport operation which serve or may serve for more than one carrier are available to all authorised carriers in a manner that excludes preference of any of the carriers.

5.2 Minimum Access Package

The railway operator on nationwide and regional railways shall provide the carrier with access to services related to the use of the railway and the operation of a rail vehicle in the following extent:

a) processing the application for railway capacity allocation, preparing the timetable according to the allocated capacity and using the allocated railway capacity according to the negotiated timetable,

b) using the railway within the extent specified in Annex to Decree 76/2017 Coll., including the use of traction current delivery equipment, if available,

c) organising railway transport, securing train movement and shunting by rail vehicle, operational control of railway transport, radio connection with the rail vehicle, if available, reporting and providing information to the carrier on train movements of the respective carrier,

d) providing additional information needed to establish or provide transport services for which the railway capacity has been allocated.

5.3 Access to services facilities and supply of services

The following are considered to be service facilities:

a) operational components of railway stations,

b) maintenance centres for rail vehicles with the exception of high speed vehicles and vehicles with special operational and technical characteristics,

c) equipment for operational maintenance of wagons, in particular washing, cleaning and filling with water,

d) loading and unloading facilities,

e) stable and mobile facilities for transshipment of transport units between specific modes of transport,

f) shunting facilities,

g) loading gauges,

h) track scales,

i) facilities with a source other than traction electric power intended for connecting rail vehicles.

Conditions for the provision of services through service facilities available at railways where Správa železnic is the capacity allocator, the cost of providing these services and the cost of using sidings to connect service facilities shall be published by Správa železnic on the Infrastructure Operation Portal to the extent provided by the operator of the respective service facility or siding.

5.4 Additional Services

5.4.1 Traction current

Správa železnic is the traction power supplier for carriers using traction on all electrified railways it operates. Each carrier must conclude a written Contract for the supply of traction electric power with Správa železnic prior to the commencement of its collection.

Contact to the provider of traction electric power:

Company:	Správa železnic, státní organizace, Centrum sdílených služeb
Registered office:	Riegrovo nám. 914, 500 02 Hradec Králové
ID No.:	70994234
Tax ID No.:	CZ70994234
Legal form:	State organisation
Web:	www.spravazeleznic.cz

Detailed conditions for the provision of additional service, including billing and invoicing the supply of traction electric power to individual carriers, which are binding on Správa železnic and the carriers, are subject to a separate Contract for the supply of traction electric power between Správa železnic and a respective carrier. A specimen contract including the terms of providing service for the supply of traction electric energy and the price for providing this service is available at www.spravazeleznic.cz in the section Energy. Prior to the conclusion of the Contract for the supply of traction electric energy, the carrier is obliged to conclude a contract for the operation of railway transport with Správa železnic (see Chapter 2.3.1.1).

5.4.2 Service for Trains

In railway stations operated by Správa železnic, facilities for preheating, water supply and other facilities are available. Information about their location, terms of service and the cost of providing these services are published on the Infrastructure Operation Portal.

In the case of service facilities directly accessible from railways where Správa železnic is the capacity allocator operated by other railway operators, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service facility operator.

5.4.3 Services for exceptional transports and dangerous goods

Správa železnic provides negotiation of transport of exceptional consignments on the network operated by Správa železnic, see Chapter 2.5.

In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

5.5 Ancillary Services

Ancillary services are:

- providing information related to railway transport operation
- access to telecommunication networks,
- technical inspection of the rolling stock,
- sale of travel and transport documents,
- maintenance of railway vehicles with particular operational and technical characteristics,
- provision of audiovisual services to passengers.

5.5.1 Access to Telecommunication Network

Správa železnic operates non-public fixed and radio (digital or analogue) telecommunication networks (TN) enabling voice and data communication. Access conditions for individual TN are provided by Správa železnic at request.

5.5.2 Provision of supplementary information

Správa železnic, as the railway operator, allows carriers to access the IS Správa železnic providing information on train movements and other information related to the operation of railway and rail transport. Access conditions for individual ISs are provided by OSS Správa železnic at request.

At the Milotice nad Opavou – Vrbno pod Pradědem regional railway, the railway operator, Advanced World Transport a.s., provides additional information related to the organisation of railway transport and railway transport safety, especially on technological procedures used in the operation of rail transport and the extent and level of provided services. More information is provided directly by the operator of this railway. Contact information are listed in Chapter 1.1.3.

5.5.3 Technical inspection of rolling stock

Správa železnic does not provide technical inspections of railway vehicles. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

5.5.4 Ticketing services in passenger stations

Správa železnic does not provide ticketing services in passenger stations. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider

5.5.5 Specialized heavy maintenance services

Správa železnic does not provide specialised maintenance of railway vehicles. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

5.5.6 Issue of the Timetable

Správa železnic offers the following services to carriers and other operators:

- publication of a timetable on lines where Správa železnic is not the operator, contractual transport conditions and the tariff of the carrier in the timetable, incl. data transmission to CIS,
- publication of a timetable for the carrier's train in the required operating control point, above and beyond the obligations of the railway operator, as set in Decree No. 173/1995 Coll.
- processing and publication of additional carrier data related to the IDS information to which the carrier is involved, including the publication of possible connecting bus services and tariff conditions in the following extent:
    - "esko" and any possible mutations ("erko", "účko"),
    - information on the connecting bus transport, either within the IDS or outside, using the bus sign after the name of the station,
    - plans of IDS lines and zones,
- planning and processing of the timetable for a track section (sidings) not operated by Správa železnic and connected to a railway operated by Správa železnic.

In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider

5.5.7 Providing Audio-visual Information to Passengers

Správa železnic offers a service of providing audio-visual information to passengers. Conditions for using this service are published by Správa železnic on the Infrastructure Operation Portal. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider

6 Charges

6.1 Charging principles

Capacity allocators and railway operators charge applicants the following prices for the use of the railway infrastructure of nationwide and regional railways owned by the Czech Republic:

a) allocator's price for railway capacity allocation,
b) railway operator's price for the use of the railway for the purpose of train movement,
c) railway operator's price for access to service facilities via railway infrastructure,
d) prices for other services provided under this Network Statement.

Prices listed under Letters (a) to (c) are prices for regulated services subject to material regulation, the extent of which is set by a valid assessment of the Ministry of Finance published in the Price Journal (Use of nationwide and regional railway infrastructure and publicly accessible sidings). These are valid for the validity period of the timetable and are published in the Network Statement. Prices for regulated services are equal and non-discriminatory for all applicants which provided with services of the same kind on the same or similar part of the railway infrastructure. Price regulation applies to nationwide and regional railways according to Section 3(1)(a) and b) of the Rail Systems Act. Prices listed under Letter (d) are not prices for regulated service and are not subject to material regulation in the sense of the aforementioned assessment of the Ministry of Finance.

6.1.1 Minimum Access Package

Within the minimum access package, Správa železnic calculates:

a) the cost of the allocation for the allocation of rail capacity (including the drawing up of the timetable);
b) the price of the infrastructure manager for the use of the track by running the train;

Správa železnic does not calculate or charge the price of the infrastructure manager for providing the information necessary for the introduction or operation of transport services for which the capacity of the infrastructure has been allocated the ratios of the track sections on which the train is running and the train timetable). Správa železnic publishes the information in question on the Railway Operation Portal, where it is freely available to all carriers.

The other rail operators shall provide the rail for use by running the train at the price referred to in point b) of the preceding paragraph.

6.1.2 Railway Access to Service Facilities Listed in Chapter 5.3

Prices for providing access for carriers to service facilities on the track listed in Chapter 5.3 are prices for regulated services and subject to material regulation.

6.1.3 Services Listed in Chapter 5.4

When services listed in Chapter 5.4 are used, Správa železnic charges prices according to the price list published on the Infrastructure Operation Portal. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

6.1.4 Additional Services

When additional services listed in Chapter 5.4 are used, Správa železnic charges contract prices according to the price list published on the Infrastructure Operation Portal. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

6.1.5 Ancillary Services

When ancillary services listed in Chapter 5.5 are used, Správa železnic charges contractual prices according to the price list published in this Network Statement and on the Infrastructure Operation Portal. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

6.2 Charging system

6.2.1 Minimum Access Package

The price for allocating railway capacity depends on the system used to manage the request and on the number of required framework routes. Price calculation for allocating railway capacity takes into account the costs of operating Správa železnic electronic information systems and other professional activities necessary to incorporate framework routes into the train timetable.

The price for allocating railway capacity is set depending on:

- length of the time interval between the submission of the application for railway capacity allocation and the required date of its usage,
- relation between the submitted application for railway capacity allocation and the date of the design of the annual timetable or its planned changes,
- processing complexity of the application.

The price for railway capacity allocation includes:

- charge for process of railway capacity allocation,
- charge for processing the train timetable (excluding printing costs and costs for utility distribution) assigned to the respective application of the applicant,
- charge for the operational implementation of the train and surcharge for short-term discussion and handling of the application.

Price for railway capacity allocation is calculated according to the following formula:

$$\textbf{Price} = K_1 + K_2 \times \textbf{Route length} + K_3 \times \textbf{Number of movement days [CZK]}$$

where:

K_1	rate for processing and planning of the timetable and allocating railway capacity [CZK]
K_2	rate for designing a train route [CZK/km]
K_3	rate per day for train route allocation [CZK/day]
Route length	distance of the allocated route between the departure and final points of the route on railway network where Správa železnic is the railway operator or capacity allocator [km]
Number of movement days	number of days for which the route is allocated [day]

The price for the use of railway for the purpose of train movement on a railway operated by PKP CARGO INTERNATIONAL a.s. depends on the length and parameters of driving track, the mode of transport (passenger, freight) and train parameters. Advanced World Transport a.s. sets the price for the use of the railway for the purpose of train movement to all carriers according to the formula and conditions set out in Annex "C" to this Network Statement.

The price for the use of railway for the purpose of train movement on a railway operated by PDV RAILWAY a.s. depends on the length and parameters of the driving track, the mode of transport (passenger, freight) and train parameters. PDV RAILWAY a.s. sets the price for the use of the railway for the purpose of train movement to all carriers according to the formula and conditions set out in Annex "C" to this Network Statement.

The price for the use of railway for the purpose of train movement on a railways operated by Správa železnic depends on the length and parameters of the railway, train parameters, basic price, application of the product factor and specific factors that are part of the pricing model and the number of stops of passenger trains in places allowing passengers to enter and exit. The price is determined by the calculation based on the actual extent of carriers' performance on the railway operated by Správa železnic, bounded by contact points with infrastructures operated by other legal entities. The term performance stands for train kilometres (tkm) operated in a respective billing period and the number of stops for passenger trains in places allowing the get-on and get-off of passengers. Správa železnic sets the price for the use of the railway for the purpose of train movement to all carriers according to the formula and conditions set out in Annex "C" to this Network Statement.

6.2.2 Railway Access to Service Facilities Listed in Chapter 5.3

Správa železnic does not currently calculate and charge these prices.

6.2.3 Services Listed in Chapter 5.3

The prices for the services specified in Chapter 5.3 on the railways operated by Správa železnic are governed by the price list and the rules specified on the Rail Operation Portal.

The amount of the prices for services specified in Chapter 5.3 on railways where Správa železnic is an allocation body provided by other providers is published by the Správa železnic on the Railway Operation Portal only to the extent of data provided by the service provider.

6.2.4 Additional Services

Prices for services related to handling exceptional consignments on railways operated by Správa železnic are set depending on the category of the exceptional consignment. The categories of exceptional consignments are set out in the following table:

The category of exceptional consignments

Price category	The category includes exceptional consignments
Category 1	• Weight of load exceeds the specified track load class or the vehicle's maximum load (loading gauge grid / wagon additional data grid). • Solid load units loaded on two or more wagons with pivots. • Flexible load units of more than 36m in length on multiple wagons1). • Consignments loaded on wagons with more than 8 axles. • A vehicle for which the Rail Administrative Authority has decided that it may be operated or transported under special technical and operating conditions. • A vehicle loaded or on its own wheels without the RIV/RIC/TEN designation or without the CZ marking in the loading capacity grid. • Other consignments resulting from European standards, Agreements and Conventions.
Category 2	• Load exceeding loading gauge (hereinafter "ELG"). • A vehicle exceeding by its kinematic or static profile the respective track clearance profile.
Category 3	• ELG consignment and, concurrently, the weight of its load exceed the specified track load class or loading gauge grid / wagon additional data grid. • A vehicle exceeding by its kinematic or static profile the respective track clearance profile and, concurrently, exceeding specified track load class, loading gauge grid / wagon additional data grid or loading capacity of the vehicle.
Category 4	• ELG consignment loaded into RS on a special low-loader wagon with lift and release handling.
Category 5	• ELG consignment loaded into RS on a special low-loader wagon with lift and release handling.

Explanation: "RS" means registration space in which the operator records structures, facilities and natural objects (general objects). On operators' lines there is a RS of 2.2 with a half width of 2,200mm and RS of 2.5 with a half width of 2,500mm. The value of the critical point of the consignment (18b) and the required route is critical for the assessment of category 4 or 5.

The prices of other services specified in Chapter 5.4 on the railways operated by Správa železnic are determined based on the ordered and provided range of services. The calculation of these prices is governed by the price list and the rules specified on the Railway Operation Portal.

The amount of prices for other services specified in Chapter 5.4 on railways where Správa železnic is an allocation body provided by other providers is published by Správa železnic on the Rail Operation Portal only to the extent of data provided by the service provider.

6.2.5 Ancillary Services

The prices of auxiliary services provided by Správa železnic are governed by the price list and the rules stated on the Railway Operation Portal.

The amount of prices for ancillary services on railways, where Správa železnic is an allocation body provided by other providers, is published by Správa železnic on the Rail Operation Portal only to the extent of data provided by the service provider.

6.3 Tariffs

6.3.1 Minimum Access Package

Price for Railway Capacity Allocation

	Product	K_1	K_2	K_3
RJ	due application for railway capacity allocation to the annual timetable	1700,00	8,00	10,00
PJ	late application for railway capacity allocation to the annual timetable	1700,00	10,00	20,00
ZJ	application for railway capacity allocation to the regular change of the annual timetable	1700,00	10,00,	20,00
DZ	application for long-term ad hoc railway capacity allocation for 20 days or more	1100,00	0,00	25,00
N3	application for ad hoc railway capacity allocation for "more than 3 days"	100,00	0,00	70,00
P3	application for ad hoc railway capacity allocation for "less than 3 days"	100,00	0,00	160,00
TB	application for ad hoc railway capacity allocation for technical and safety tests of rail vehicles	480,00	0,00	70,00
ZK	application for ad hoc railway capacity allocation for test trives of non-approved type vehicles or driving above the line speed	960,00	0,00	70,00
UI	application for ad hoc railway capacity allocation for train movements for the purpose of Správa železnic infrastructure maintenance	0,00	0,00	0,00
OM	application for ad hoc railway capacity allocation due to temporary capacity restrictions	0,00	0,00	0,00

Prices for the Use of Railway for the Purpose of Train Movement and conditions for their application are listed in Annex "C" to this Network Statement.

6.3.2 Track access to services facilities listed in Chapter 5.3

Správa železnic does not have a special price for access to the service facilities, which are listed in Chapter 5.3. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

6.3.3 Supply of services referred to in 5.3

Správa železnic negotiates with carriers contract prices for the directly provided services listed in Chapter 5.3. Prices are governed by the price list and rules stated on the Infrastructure Operation Portal. Negotiating contractual prices is non-discriminatory to all carriers (a single price list and the same application conditions for all carriers). The negotiation of contractual prices is the subject of a contract for the operation of railway transport or separate contracts. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

6.3.4 Additional Services

Prices for services related to negotiating exceptional consignments on railways operated by Správa železnic determined according to the category of the exceptional consignment (see Chapter 6.2.4) are set in the following table:

Prices for services related to negotiating exceptional consignments

Product	Category 1	Category 2	Category 3	Category 4	Category 5
Negotiation of transport and setting transport conditions for exceptional consignments	1 000,- Kč	3 000,- Kč	5 000,- Kč	13 000,- Kč	Individuální[2)]
Transport survey of the route of an exceptional consignment	500,- Kč	1 500,- Kč	2 500,- Kč	7 500,- Kč	Individuální[2)]
Issuing Edps „Order for transporting an exceptional consignment" – the price is shown for one Order (dps number)	50,- Kč	50,- Kč	50,- Kč	50,- Kč	50,- Kč

Notes:
[1)] By operators and some other railway undertakings, transports operated on unit trains are considered to be regular consignments (without negotiating as an exceptional consignment) provided that the cargo security conditions are complied with in accordance with international regulations (e.g. UIC - Loading Directive).
[2)] The individual price per business case; the price will be set by a commercial offer against the demand received, but at least in the amount of the price category 4

Other service charges listed in Chapter 5.4 and provided by Správa železnic shall be governed by the price list and rules set on the Infrastructure Operation Portal. Negotiating contractual prices is non-discriminatory to all carriers (a single price list and the same application conditions for all carriers). The negotiation of contractual prices is the subject of a contract for the operation of railway transport or separate contracts. In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

6.3.5 Ancillary Services

The price for services associated with issuing timetables is set for each product as follows:

The price for services associated with issuing timetables

Product	Price
publication of a timetable on lines where Správa železnic is not the operator, contractual conditions of transport and the tariff of the carrier in the timetable, incl. data transmission to CIS,	CZK 10,000 / each A5 format page
publication of a timetable for the carrier's train in the required operating control point, above and beyond the obligations of the operator, as set in Decree No. 173/1995 Coll.	CZK 238 / operating control point
The price for processing and publishing additional carrier data related to the IDS information in which the carrier is involved, including the publication of connecting bus services and tariff conditions	CZK 5,000 / route

The price for designing and processing of the timetable for track section (sidings) not operated by Správa železnic and following the route operated by Správa železnic is determined as follows:

The price for designing and processing of the timetable for track section (sidings) not operated by Správa železnic

Product	Price
Processing of a new timetable	CZK 300 / route
Processing of regular change of timetable	CZK 500 / route

For other services listed in Chapter 5.5 Správa železnic negotiates contract prices. Prices are governed by the price list and rules stated on the Infrastructure Operation Portal. Negotiating contractual prices is non-discriminatory to all carriers (a single price list and the same

application conditions for all carriers). In the case of services provided by other providers on railways where Správa železnic is the capacity allocator, Správa železnic publishes data on the Infrastructure Operation Portal only to the extent provided by the service provider.

6.4 Financial Sanctions and Incentives

6.4.1 Non-usage /cancellation fees and charges

If the applicant cancels the allocated railway capacity less than one month before the planned day of train movement, and beyond the period of regular change of the timetable due to reasons on the part of the applicant or if the applicant does not use the allocated railway capacity (see Chapter 4.6.1), or the allocated railway capacity remains unused as a result of a train delay of more than 1,200 minutes due to reasons on the part of the applicant, the applicant shall be obliged to pay the capacity allocator a penalties for unused or renounced allocated capacity for each planned day of the train movement when the allocated capacity is not used. This penatly is calculated according to the length of the unused allocated route, rates and conditions listed in Part D of Annex "C" to this Network Statement. The capacity allocator applies this penaly only on a selected network. Penaties are subject only to the unused or renounced sections of the allocated route that are located on the selected network. The selected network for which the capacity allocator applies a penalties for unused or renounced allocated capacity is shown on the M14 map.

Reasons on the part of the applicant mean all reasons that have not occurred on the part of the capacity allocator, the railway operator, state and local administration and have not been caused by an exceptional event or force majeure.

6.4.2 Reduction fee for Framework Agreements

Správa železnic does not provide any special incentives for framework agreements (see Chapter 2.3.3).

6.4.3 ERTMS Discounts

In the context of ERTMS development support, Správa železnic applies an advantage in calculating the price for the use of railway for traction vehicles equipped with ETCS Level 2. Details are given in Annex "C", Part C, Section II.6.2.

6.4.4 Bonus for Upgraded Wagons to Reduce Noise Emissions

Správa železnic provides carriers with bonuses for the use of modernised vehicles for the purpose of noise emission reduction. Details are given in Annex "C", Part E.

6.5 Performance scheme

The performance remuneration system is a system of financial incentives with a motivational intent, aimed at ensuring minimisation of rail deficiencies and increasing their capacity in order to increase the quality of provided services. The contractual obligation of the carrier to adhere to the performance remuneration system is one of the basic conditions for the allocation of railway capacity.

The performance remuneration system is defined so that:

- it would be in compliance with applicable law,
- none of the carriers would be given an advantage,
- on both parts only faults directly caused by the respective party were penalised.

Applying the performance system remuneration does not affect the right of Správa železnic or the carrier to any possible compensation of proven damage in accordance with applicable law.

A detailed description of the performance remuneration system is given in Annex "D". A model proposal for an arrangement on performance remuneration, including an impartial method of

out-of-court settlement of disputes concerning the disruption of rail transport operations, is given in Annex "L".

In accordance with the provision of Annex VI of Directive 34/2012/EU, once a year, Správa železnic shall publish on its website the average annual performance level achieved by the carrier based on the main parameters of the performance remuneration system.

6.6 Changes to charges

The Správa železnic reserves the right to change the prices listed in Chapters 6.3.2, 6.3.3, 6.3.4 and 6.3.5. Changes to these prices are announced by the Správa železnic in the form of an amendment to the Správa železnic and a notification on the Railway Operation Portal, other railway operators (see Chapter 1.1.3) inform about price changes separately. Správa železnic does not rule out any further price adjustments mentioned in Chapte 6.3.1 in the event of an unplanned increase in economically justified costs or for other justified reasons.

The Správa železnic points out that the forthcoming Network Statement valid for the preparation of the 2022 timetable and for the 2022 timetable will include a new pricing model for the minimum access package (Chapter6.3.1) The reason for the introduction of the new model is the decision of the regulatory authority on the basis of a review of the compliance of the Railway Declaration 2019 and 2020 with the applicable legal standards. It is to be expected that in comparison with the current model, the price parameters will be changed using the track by train. The Správa železnic does not currently plan to change the prices for the allocation of railway capacity, but it cannot be ruled out.

6.7 Billing Arrangements

6.7.1 Billing Arrangement on the Railway Operated by PKP CARGO INTERNATIONAL a.s.

Prices for the use of the Milotice nad Opavou – Vrbno pod Pradědem regional railway for the purpose of train movement are invoiced by PKP CARGO INTERNATIONAL a.s. to the carriers by the 15th day after the end of the calendar month in which the movement of the respective train was terminated. The tax document includes the total final price for performance in passenger or freight transport, VAT, and the total price including VAT. The tax document has a due date of 30 calendar days.

Payment identification for using the railway for train movement is as follows:

Account = 1000483318/3500 maintained with ING Bank N.V.

Variable symbol = tax document number

Specific symbol = period of actually made performances subject to charging, in mmyyyy format (e.g. 052013).

6.7.2 Billing Arrangement on Railways Operated by PDV RAILWAY a.s.

PDV RAILWAY a.s., as a railway operator, does not allocate railway capacity. The carrier requests Správa železnic for the allocation of railway capacity on regional railways operated by PDV RAILWAY a.s. Prices for railway capacity allocation are then invoiced to the carriers by Správa železnic.

PDV RAILWAY a.s. invoices the price for the use of railway for the purpose of train movement to carriers under the contract for operation of rail transport between the carrier and the railway operator. Due date of the tax document is 30 days. The tax document includes a billing document, which distinguishes performances in passenger and freight transport. Furthermore, the number of trains, train kilometres and gross tonne kilometres are stated at each kind of

transport. Other data are only stated if this is agreed in the contract for rail transport operation.

Other services required by the carrier (e.g. long-term standstill of vehicles, re-fueling, train crew training, etc.) are provided by the railway operator in agreement with the carrier under a concluded contract. For other services provided by PDV RAILWAY a.s., as the railway operator, only the actual and demonstrably proven costs are invoiced to carriers.

6.7.3 Billing Arrangement on Railways Operated by Správa železnic

Prices for railway capacity allocation are invoiced by Správa železnic to applicants by the 15th day after the end of the calendar month in which railway capacity was allocated. The tax document includes the total final price for the allocation of the railway capacity, VAT, and total cost including VAT. The tax document has a due date of 30 calendar days. The Czech crown (CZK) is the official currency for billing and payments.

Payment identification for railway capacity allocation is as follows:

Account = 14606011/0710, IBAN CZ13 0710 0000 0000 1460 6011, BIC: CNBACZPP maintained with the Czech National Bank

Variable symbol = tax document number

Penalties for unused or cancelled allocated railway capacity are invoiced by Správa železnic to applicants on a quarterly basis. The subject of invoicing is the sum of sanctions in individual months of the given quarter. If the calculated penalty per calendar month is less than CZK 1,000, the resulting amount of the quarterly invoice is not included. The tax document has a due date of 30 calendar days.

Payment identification for unused or cancelled allocated railway capacity is as follows:

Account = 14606011/0710, IBAN CZ13 0710 0000 0000 1460 6011, BIC: CNBACZPP maintained with the Czech National Bank

Variable symbol = tax document number

Prices for the use of the railway for the purpose of train movement and a bonus for cars upgraded to reduce noise emissions are invoiced by Správa železnic to carriers by the 15th day after the end of the calendar month in which the movement of the relevant train was terminated. The tax document includes the total final price, partial prices for performances in passenger and freight transport and for the stopping of passenger trains in places allowing the get-on and get-off of passengers, bonus for upgraded cars, VAT and a total price including VAT. The tax document has a due date of 30 calendar days.

Payment identification for using the track for train movement is as follows:

Account = 10006-14606011/0710, IBAN: CZ53 0710 0100 0600 1460 6011, BIC: CNBACZPP maintained with the Czech National Bank

Variable symbol = tax document number

Mutually negotiated sanction amounts resulting from the performance remuneration system are invoiced by Správa železnic and carriers in the quarterly cycle by the end of the calendar month following the last month of the relevant quarter in which the reason for the sanction incurred. The tax document includes the total final price for all agreed sanctions in the relevant quarter. The tax document has a due date of 30 calendar days.

Payment identification for negotiated sanctions invoiced to carriers by Správa železnic is as follows:

Account = 14606011/0710, IBAN CZ13 0710 0000 0000 1460 6011, BIC: CNBACZPP
maintained with the Czech National Bank

Variable symbol = tax document number

Prices for access to services on the track listed in Chapter 5.3 and for services in Chapters 5.3, 5.4 and 5.5 (if specified) are invoiced separately. The tax document has a due date of 30 calendar days.

Payment identification for railway acces to servies is as follows:

Account = 14606011/0710, IBAN CZ13 0710 0000 0000 1460 6011, BIC: CNBACZPP
maintained with the Czech National Bank

Variable symbol = tax document number

Neither Správa železnic nor the carriers are authorised to make the payment of invoiced prices and sanctions pursuant to Chapter 6 by form of a unilateral set-off.

Prague, 4 December 2019

Bc. Jiří Svoboda, MBA
Chief Executive Officer

Annex"A"
List of contacts

Správa železnic – selected persons	
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Director of Trade and Contractual Relations Section	JUDr. Hana Honzáková
Telephone:	(+420) 972 235 588
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E-mail:	Honzakova@spravazeleznic.cz
Director of Timetable Section	Ing. Alexandr Vrtěl
Telephone:	(+420) 972 241 550
E-mail:	Vrtel@spravazeleznic.cz
Director of Traffic Control Section	Ing. Eduard Tržil, MPA
Telephone:	(+420) 972 244 011
E-mail:	TrzilE@spravazeleznic.cz
Director of Section for planning and coordination of Temporary Capacity Restrictions	Mgr. Jaroslav Flegl
Telephone:	(+420) 972 244 588
E-mail:	Flegl@spravazeleznic.cz

Requests for yearly timetable and regular changes	
Timetable section	
Telephone:	(+420) 972 244 991
Mobil:	(+420) 606 728 532
E-mail:	kubena@spravazeleznic.cz

International ad hoc requests	
OneStopShop (OSS)	Members of OSS
Telephone:	(+420) 972 244 556, 573, 606
	(+420) 972 244 264, 458, 853,
	(+420) 972 241 557, 560
	(+420) 972 741 419
E-mail:	OSS@spravazeleznic.cz
On-line Office for Capacity Allocation	Dispatcher
Telephone:	(+420) 972 244 633, 560
Mobil:	(+420) 602 664 577, 702 234 331
E-mail:	OSS@spravazeleznic.cz

Domestic ad hoc requests submitted more than 3 working days before the train runs	
Regional workplace of allocation body	Praha
Telephone:	(+420) 972 244 457
E-mail:	PKPHA@spravazeleznic.cz
Regional workplace of allocation body	Plzeň
Telephone:	(+420) 972 524 555
E-mail:	PKPHA@spravazeleznic.cz

Regional workplace of allocation body	Ostrava
Telephone:	(+420) 972 765 093, 387
E-mail:	PKPRE@spravazeleznic.cz
Regional workplace of allocation body	Brno
Telephone:	(+420) 972 625 202
E-mail:	PKPRE@spravazeleznic.cz

Domestic ad hoc requests submitted less than 3 working days before the train runs	
Regional workplace of allocation body	Praha
Telephone:	(+420) 972 244 624
E-mail:	PKPHA@spravazeleznic.cz
Regional workplace of allocation body	Brno
Telephone:	(+420) 602 755 061
E-mail:	PKPRE@spravazeleznic.cz
Non stop workplace of allocation body	CDP Praha
Telephone:	(+420) 972 228 913
E-mail:	PKPHA@spravazeleznic.cz
Mobil:	(+420) 602 452 860
Non stop workplace of allocation body	CDP Přerov
Telephone:	(+420) 972 730 030
E-mail:	PKPRE@spravazeleznic.cz
Mobil:	(+420) 724 460 477

Správa železnic – traffic control	
Central Dispatcher	
Telephone:	(+420) 972 244 482
Mobil:	(+420) 724 172 965
E-mail:	OORPusdisp@spravazeleznic.cz
Main Dispatcher	
Telephone:	(+420) 972 244 182
Mobil:	(+420) 725 790 090
E-mail:	OORPhldisp@spravazeleznic.cz

Správa železnic – CDP Praha	
Director of CDP Praha	Ing. Kolář Pavel
Telephone:	(+420) 972 228 901
E-mail:	KolarPavel@spravazeleznic.cz
Regional Operation Department Praha	Vedoucí dispečer
Telephone:	(+420) 972 095 001
Mobil:	(+420) 602 291 600
E-mail:	CDPPHAveddisp@spravazeleznic.cz
Regional Operation Department Ústí n. L.	Vedoucí dispečer
Telephone:	(+420) 972 058 554
Mobil:	(+420) 602 495 706
E-mail:	CDPUNLveddisp@spravazeleznic.cz

Správa železnic – CDP Přerov	
Director of CDP Přerov	Ing. Petr Novák
Telephone:	(+420) 972 734 300

E-mail:	novakpet@spravazeleznic.cz
Regional Operation for Moravu a Slezsko	Chief Dispatcher
Telefon:	(+420) 972 730 000
Fax:	(+420) 972 734 068
Mobil:	(+420) 602 288 982
E-mail:	CDPPREveddisp@spravazeleznic.cz

Správa železnic – power supply

Director of SŽE	Ing. Petr Vodička
Telephone:	(+420) 972 341 050
Mobil:	(+420) 602 333 230
E-mail:	vodickap@spravazeleznic.cz

Selected persons of IM on leasehold infrastructure – PKP CARGO INTERNATIONAL, a.s.

Contact person	Pavel Kroček
Telephone:	(+420) 596 166 435
Mobil:	(+420) 725 581 532
E-mail:	krocek@pkpcargointernational.com

Selected persons of IM on leasehold infrastructure – PDV RAILWAY a.s.

Contact person	Dispatcher
Telephone:	(+420) – 602 133 890
Mobil:	(+420) – 475 300 100
E-mail:	info@pdvr.cz

Owener of regional line Sedlnice – Mošnov, Ostrava Airport - Moravskoslezský kraj – selected persons

Head of transport department	Ing. Ivo Muras
Telephone:	+420 595 622 116
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Specialist for transport infrastructure	Ing. Václav Elbl
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Annex "B"

Table A

Overview of selected data of the nation-wide rail system and regional rail systems

Meaning of individual columns and symbols used:

Column number:
1 – number of line
2 – name of the railway line beginning
3 – name of the railway line end
4 – kilometre position of the railway line beginning
5 – kilometre position of the railway line end
6 – total construction length of the railway line specified in km
7 – maximum line speed stated in km.h-1
8 – standard length of passenger trains stated in m
9 – standard length of freight stated in m
10 – maximum length of freight stated in m
11 – maximum gradient of the line stated in ‰
12 – approved limits of line classes

Comment to column 10 maximum length of freight stated in m:

In the case where the TTP of line contains sections with different a maximum allowed train length, is shown in column 10 of its peak value. All sections with different maximum allowed length are shown in Table 6 of TTP.

The trains longer than the TTP set normative length, must run in accordance with the provisions of the Správa železnic D1, Art. 2292, as amended.

The length of passenger train on the lines with regular long distance passenger transport is set by normative for long distance passenger trains

The data contained in Annex "B" reflect a condition known at the date of Statement. Current data on the state and regional railway lines operated by Správa železnic publishes information system DYPOD (http://provoz.spravazeleznic.cz/dypod).

Overview of selected data of the nation-wide rail system and regional rail systems

1	2	3	4	5	6	7	8	9	10	11	12
100 00	Plzeň hlavní nádraží	Cheb	349,647	236,297	106,416	150	300	515	640	9,0	D4
101 00	Aš	Hranice v Čechách	27,285	15,898	16,106	40	60	115	115	27,5	A1
102 00	Františkovy Lázně	Aš státní hranice	7,213	29,585	23,305	70	250	485	620	12,2	D3
103 00	Cheb	Vojtanov státní hranice	73,615	51,325	19,591	90	250	485	485	18,9	D3
104 00	Cheb	Cheb státní hranice	150,540	140,587	10,524	90	350	610	610	7,6	D4
105 00	Mariánské Lázně	Karlovy Vary	0,390	2,612	56,947	60	60	211	291	25,0	B2
106 00	Domažlice odbočná výh.č.401	Planá u Mariánských Lázní	5,842	0,027	81,726	60	45	156	180	24,0	C3
107 00	Svojšín	Bor	0,132	14,904	15,642	60	35	142	199	19,0	C3
108 00	Pňovany	Bezdružice	0,376	24,087	24,589	60	40	109	118	26,5	A1
120 00	Chomutov	Cheb	126,192	236,297	112,005	100	200	641	700	13,3	D3
121 00	Tršnice	Františkovy Lázně	0,402	3,724	4,302	60	250	386	620	8,6	D4
122 00	Tršnice	Luby u Chebu	0,509	20,955	20,446	60	30	140	140	24,7	C2
123 00	Sokolov	Kraslice státní hranice	0,574	27,452	26,877	60	60	150	150	16,6	B2
124 00	Krásný Jez	Nové Sedlo u Lokte	0,203	18,083	19,440	60	200	200	615	34,3	B2
125 00	Chodov	Nová Role	0,418	6,263	7,264	40	20	175	175	10,0	B2
126 00	Karlovy Vary-Sedlec	Potůčky státní hranice	5,212	46,199	40,988	60	50	240	240	26,0	A1 / B2
127 00	Dalovice	Merklín	10,325	0,040	11,370	50	30	130	130	30,0	C2
128 00	Kadaň-Předměstí	Kadaň-Prunéřov	26,404	32,376	6,019	75	40	110	110	0,0	A1
129 00	Kaštice	Kadaň-Předměstí	0,038	26,404	27,097	70	40	110	110	28,0	A1
131 00	Kadaňský Rohozec	Vilémov u Kadaně	8,825	17,779	8,989	40	40	110	110	22,0	B2
132 00	Chomutov	Vejprty státní hranice	0,708	35,391	57,677	90	45	330	330	21,3	A1
133 00	Droužkovice	Dubina odbočka	1,075	5,707	5,724	100	100	513	611	11,7	C4
140 00	Most	Chomutov	48,681	65,712	24,202	110	200	436	709	12,9	C4
141 00	Chomutov město	Chomutov seř.n.	0,087	2,551	2,518	40	N/A	600	600	9,0	C4
142 00	Březno u Chomutova	Chomutov	116,223	124,294	12,067	100	100	434	580	0,0	C3
143 00	Dolní Rybník odbočka	Jirkov	0,038	2,099	2,062	50	90	200	200	23,5	B2
144 00	Třebušice	Most nové nádraží	1,603	3,955	3,612	60	N/A	650	650	5,3	C4
145 00	Most	Most nové nádraží	47,228	4,458	5,162	60	100	650	650	7,8	C4
146 00	Most nové nádraží	Louka u Litvínova	4,458	11,620	8,293	60	100	300	300	19,6	C3
147 00	Louka u Litvínova	Litvínov	54,120	55,597	1,477	50	100	300	350	0,0	B2

1	2	3	4	5	6	7	8	9	10	11	12
148 00	Louka u Litvínova	Moldava v Krušných horách	133,149	158,081	25,370	50	100	300	300	35,0	A1
149 00	Louny	Most	95,222	121,101	25,978	80	120	372	455	0,0	C3
160 00	Ústí nad Labem hlavní nádraží	Most	0,507	48,681	47,468	120	200	641	700	0,0	C4
161 00	České Zlatníky odbočka	Obrnice	234,800	233,182	1,649	70	120	392	555	4,9	C3
162 00	Oldřichov u Duchcova	Louka u Litvínova	42,781	131,938	11,532	80	80	630	664	16,6	B2
164 00	Děčín hlavní nádraží	Oldřichov u Duchcova	0,191	39,443	41,304	80	60	300	300	29,3	B2
165 00	Ústí nad Labem západ	Bílina	3,654	25,339	27,129	60	90	538	698	10,6	D4
166 00	Řetenice	Lovosice	0,589	35,747	36,738	50	60	300	300	28,0	D3
168 00	Ústí nad Labem západ výh. 852	Ústí nad Labem západ st. 5	0,063	2,074	2,070	60	200	641	710	0,0	D4
169 00	Ústí nad Labem hlavní nádraží jih	Ústí nad Labem západ	0,082	0,978	4,008	50	165	630	650	0,0	D4
180 00	Plzeň hlavní nádraží	Žatec	1,073	203,390	106,271	70	120	390	634	19,5	C3
181 00	Rakovník	Bečov nad Teplou	0,650	87,273	88,799	60	40	259	259	30,0	B1
182 00	Protivec	Bochov	0,200	16,823	16,977	40	40	200	200	28,3	C3
183 00	Rakovník	Mladotice	1,290	38,558	37,775	60	100	159	156	24,0	A1
184 00	Žatec-západ	Žatec-Velichov	0,000	1,062	2,003	60	130	392	555	8,9	D4
185 00	Žatec	Březno u Chomutova	101,978	116,223	13,194	80	100	434	580	0,0	C3
186 00	Lužná u Rakovníka	Žatec	61,709	101,978	40,270	80	120	382	478	25,0	C2
187 00	Žatec	Obrnice	204,167	232,107	29,301	70	120	392	555	10,4	C3
188 00	Louny	Postoloprty	10,675	0,265	11,345	70	100	450	450	0,0	C3
189 00	Bažantnice odbočka	Vrbka odbočka	0,795	216,408	1,003	70	N/A	450	450	20,0	C2
191 00	Louny předměstí	Rakovník	44,7650,251	0,650	45,143	70	50	429	451	18,0	C3
192 00	Krupá	Kolešovice	0,198	12,218	12,605	50	25	165	165	14,2	C2
200 00	Plzeň hlavní nádraží	Česká Kubice státní hranice	111,772	184,102	72,438	100	269	536	660	12,0	C3
201 00	Staňkov	Poběžovice	0,165	19,076	19,478	60	35	156	185	11,4	C3
202 00	Janovice nad Úhlavou	Domažlice	0,727	30,875	32,312	60	90	281	550	17,8	C3
203 00	Nýřany	Heřmanova Huť	0,112	9,669	10,089	60	30	45	85	20,1	A1
204 00	Klatovy	Železná Ruda-Alžbětín	48,334	0,000	48,335	90	170	237	237	19,0	C3
205 00	Plzeň hlavní nádraží	Klatovy	97,060	48,334	49,106	90	170	590	632	25,0	C3
220 00	Nemanice	Plzeň hlavní nádraží	216,875 0,042	347,302	136,516	100	220	607	640	12,0	D3
221 00	Nepomuk	Blatná	24,230	0,229	25,053	50	60	98	122	24,5	B2

1	2	3	4	5	6	7	8	9	10	11	12
222 00	Horažďovice předměstí	Klatovy	0,292	58,071	59,620	65	90	281	550	15,0	C3
223 00	Strakonice	Volary	0,328	70,364	71,383	60	60	72	158	27,0	B2
224 00	Březnice	Strakonice	0,234	49,093	50,112	50	40	84	130	21,1	B2
225 00	Putim	Ražice	0,246	2,624	4,288	70	N/A	608	608	3,7	D3
226 00	Číčenice	Volary	0,455	56,290	55,745	50	40	85	420	28,1	C2
227 00	Číčenice	Týn nad Vltavou	0,629	21,582	22,076	60	70	183	409	24,7	D4
228 00	Dívčice	Netolice	0,471	13,785	13,867	60	30	127	134	14,9	C3
240 00	Horní Dvořiště státní hranice	České Budějovice	61,097	117,983	58,299	100	157	579	640	13,2	D3
241 00	Volary	Čes. Budějovice, odbočná výh.č.502	56,290	0,000	88,692	70	125	156	630	21,2	B1
242 00	Černý Kříž	Nové Údolí	62,111	69,981	8,191	60	108	152	152	0,0	B1
243 00	Rybník	Lipno nad Vltavou	0,167	22,185	22,335	60	50	93	300	33,2	C2
260 00	České Velenice státní hranice	České Budějovice	163,100	211,641	50,679	100	90	450	640	12,5	D3
261 00	České Velenice	Veselí nad Lužnicí	1,157	54,506	54,484	100	90	580	633	6,0	D3
280 00	České Budějovice	Benešov u Prahy	117,983	133,570	115,867	160	220	536	630	14,9	D3
281 00	Tábor	Bechyně	0,000	24,303	24,304	60	80	95	95	41,0	B1
282 00	Tábor	Písek	1,750	59,460	58,719	70	70	548	622	16,1	C3
283 00	Horní Cerekev	Tábor	0,451	69,093	69,444	70	60	286	627	24,4	C3
284 00	Olbramovice	Sedlčany	0,286	16,825	17,671	50	30	119	182	25,9	C3
285 00	Trhový Štěpánov	Benešov u Prahy	33,645	0,849	33,782	60	60	247	272	29,3	C2
300 00	Benešov u Prahy	Praha-Uhříněves	133,570	170,492	36,918	160	220	573	650	12,1	D4
301 00	Praha-Uhříněves	Praha-Zahradní město	170,492	178,095	7,582	160	220	573	680	0,0	D4
302 00	Praha-Zahradní město	Praha-Vršovice	178,095	183,623	4,672	100	220	573	680	0,0	D4
303 00	Čerčany	Praha-Krč	0,470	6,393	51,061	80	145	170	350	24,0	C2
304 00	Dobříš	Skochovice odbočka	0,666	29,580	29,955	50	100	102	150	23,4	C2
305 00	Světlá nad Sázavou	Čerčany	47,618	65,347	91,635	60	84	123	200	18,9	C3
320 00	Praha-Libeň	Praha hlavní nádraží	0,933	3,859	2,926	110	300	400	660	12,0	D4
321 00	Praha-Libeň	Praha-Holešovice Stromovka	0,199	5,071	6,731	80	310	652	680	6,8	D4
322 00	Praha Masarykovo nádraží-Hrabovka	Praha Masarykovo nádraží-viadukt	0,006	0,595	0,559	40	N/A	N/A	N/A	0,0	D3 / D4
323 00	Balabenka odbočka	Praha Masarykovo nádraží-Sluncová	0,066 0,066	1,964 1,345	1,898	100	200	N/A	N/A	19,4	D4
324 00	Praha-Libeň	Praha Masarykovo nádraží	406,236 405,870	409,899	3,695	110	200	N/A	N/A	16,0	D3 / D4

1	2	3	4	5	6	7	8	9	10	11	12
325 00	Balabenka odbočka	Praha-Holešovice Rokytka	0,066 0,320	0,889 0,845	0,823	80	310	400	660	14,7	D4
326 00	Praha-Vršovice	Praha hlavní nádraží	183,623	185,369	3,896	100	310	525	660	5,5	C3 / D3
327 00	Praha hlavní nádraží	Balabenka odbočka	185,314	4,816	3,583	100	310	400	660	0,0	D4
328 00	Praha-Libeň	Praha-Vysočany	0,111	1,588	1,771	80	240	518	680	8,8	D4
329 00	Praha-Malešice	Praha-Zahradní město	4,963	178,137	2,044	80	310	518	680	0,0	D4
332 00	Praha-Běchovice	Praha-Malešice	0,731	4,963	8,480	80	300	518	680	0,0	D4
333 00	Praha-Libeň	Praha-Malešice	1,508	3,821	2,371	80	310	518	680	0,0	D3
334 00	Praha-Hostivař	Praha-Malešice	0,514	3,242	4,811	80	220	518	680	0,0	D4
335 00	Praha-Vršovice	Praha-Vyšehrad výhybna	0,638	1,437	3,026	40	300	518	680	0,0	C3
336 00	Praha-Vršovice	DKV Praha PP Praha jih	182,487	0,852	0,845	40	350	520	520	0,0	C3
337 00	Praha-Krč	Praha-Vršovice	4,514	0,733	5,179	80	145	170	363	11,9	C4
338 00	Záběhlice odbočka	Praha-Vršovice st.2	178,187	0,028	2,097	75	N/A	N/A	660	0,0	D3
340 00	Praha-Radotín	Beroun	10,237	39,527	27,446	100	310	666	689	11,2	D3
341 00	Rakovník	Beroun	41,881	0,023	43,482	70	65	329	628	11,4	C3
342 00	Praha-Smíchov	Beroun-Závodí	1,139	1,704	32,249	70	48	212	262	28,3	B2
343 00	Praha-Smíchov společné nádraží	Hostivice	0,000	19,212	19,626	70	80	420	420	15,4	C3
344 00	Rudná u Prahy	Jeneček odbočka	16,118	0,069	7,729	70	N/A	278	278	0,0	C3
345 00	Jeneček odbočka	Podlešín	0,068	47,520	29,198	70	100	480	506	0,0	C3
346 00	Jeneček vhb.č.5	Jeneček vhb.č.6	22,568	23,454	0,812	80	-	-	-	0,0	C3
347 00	Praha-Smíchov	Praha-Radotín	0,180	10,237	10,057	100	300	666	689	0,0	D3
348 00	Praha-Zahradní město	Odbočka Závodiště	1,798	6,253 6,253	14,517	75	250	700	700	12,7	D4
349 00	Praha hlavní nádraží	Praha-Smíchov	0,431	4,313	5,239	60	300	400	660	17,0	C3
351 00	Praha-Smíchov severní zhlaví	Praha-Smíchov společné nádraží	2,985	3,349	0,364	60	N/A	N/A	N/A	0,0	C3
360 00	Beroun	Plzeň hlavní nádraží	39,527	110,199	71,999	160	300	656	724	11,0	D3
361 00	Ejpovice	Radnice	5,249	6,809	18,307	60	30	250	250	22,0	A1
362 00	Rokycany	Nezvěstice	0,027	26,589	27,954	50	90/45	230	147	24,1	C3
363 00	Zdice	Protivín	101,354	0,022	103,293	75	100	357	515	18,3	C3
364 00	Rožmitál pod Třemšínem	Březnice	0,000	6,906	7,051	75	55	97	97	18,8	A1
365 00	Zadní Třebaň	Lochovice	0,076	26,350	26,891	60	60	204	147	26,6	C2
380 00	Praha-Holešovice Stromovka	Kralupy nad Vltavou	413,53	437,961	24,370	120	310	595	680	0,0	D4

1	2	3	4	5	6	7	8	9	10	11	12
381 00	Praha-Bubny	Praha-Holešovice Stromovka	412,924	413,530	1,873	80	160	N/A	N/A	0,0	D3
382 00	Praha Masarykovo nádraží	Praha-Bubny	409,995	412,924	1,721	80	220	N/A	N/A	0,0	D3
383 00	Praha-Bubny	Kladno	0,672	28,626	28,551	80	80	414	510	25,0	C2
384 00	Kladno	Lužná u Rakovníka	28,626	61,709	33,081	80	80	414	510	0,0	C2
385 00	Lužná u Rakovníka	Rakovník	0,315	42,971	9,755	60	80	414	510	0,0	C2
386 00	Kladno	Kralupy nad Vltavou	0,620	437,167	25,423	60	110	380	455	21,9	C3
400 00	Kralupy nad Vltavou	Lovosice	437,961	492,992	55,010	160	310	595	680	0,0	D4
401 00	Kralupy nad Vltavou	Louny	0,883	95,222	61,277	70	120	372	455	22,0	C3
402 00	Kralupy n. Vlt. předměstí	Velvary	2,753	10,002	8,006	40	50	95	95	26,2	C3
403 00	Vraňany	Lužec nad Vltavou	0,239	3,397	3,342	40	90	127	128	10,9	C3
404 00	Roudnice nad Labem	Straškov	1,484	13,270	13,379	60	30	222	348	0,0	C3
405 00	Vraňany	Libochovice	36,975	0,363	37,860	60	30	212	212	25,0	D2
406 00	Straškov	Zlonice	14,881	32,173	18,054	60	30	222	348	0,0	C3
407 00	Lovosice	Louny	0,614	0,675	35,045	60	60	192	263	18,3	C2
420 00	Lovosice	Děčín hlavní nádraží	492,992	540,164	47,168	160	160	395	660	0,0	D4
421 00	Děčín hlavní nádraží	Děčín státní hranice	1,026	11,859	10,832	120	429	650	700	3,6	D4
422 00	Děčín východ dolní nádraží	Děčín-Prostřední Žleb	457,725	458,961	2,727	50	150	650	700	6,9	D4
423 00	Děčín hlavní nádraží	Děčín východ dolní nádraží	1,792	0,000	3,127	90	190	650	700	12,4	D4
440 00	Nymburk hlavní nádraží	Ústí nad Labem-Střekov	323,297	431,472	108,143	120	156	538	656	18,0	D4
441 00	Ústí nad Labem-Střekov	Děčín východ	431,472	457,725	25,996	90	190	522	700	12,4	D4
442 00	Ústí nad Labem-Střekov	Ústí nad Labem západ	0,363	3,016 1,461	4,030	50	200	522	656	0,0	D4
443 00	Žalhostice	Velké Žernoseky	0,048	0,785	1,266	40	100	300	300	25,0	C3
444 00	Mělník	Mladá Boleslav hlavní nádraží	0,498	14,623	49,544	50	40	127	177	0,0	A1 / C3
445 00	Lysá nad Labem	Milovice	0,633	5,800	5,928	70	160	233	233	23,5	C4
446 00	Lysá nad Labem	Praha-Vysočany	0,863	6,168	30,211	100	240	410	680	13,0	D3
447 00	Čelákovice	Mochov	8,797	4,014	4,044	60	40	133	133	17,5	C4
460 00	Česká Lípa hlavní nádraží	Liberec	0,669	143,166	60,506	100	100	350	560	25,5	C2
461 00	Lovosice	Česká Lípa hlavní nádraží	40,110	84,535	47,686	60	100	300	300	29,4	B2
462 00	Benešov nad Ploučnicí	Česká Lípa hlavní nádraží	0,055	19,843	20,893	70	100	350	560	0,0	C3
463 00	Děčín východ	Benešov nad Ploučnicí	3,984	12,065	8,721	80	100	350	560	0,0	C3

1	2	3	4	5	6	7	8	9	10	11	12
464 00	Benešov nad Ploučnicí	Jedlová	12,065	40,115	28,769	70	10	198	396	0,0	C3
465 00	Česká Lípa hlavní nádraží	Rumburk	45,379	91,277	47,034	80	60	198	396	25,0	C3
466 00	Rumburk	Rumburk státní hranice	91,277	97,690	6,926	60	107	198	396	19,9	C3
467 00	Mikulášovice dolní nádraží	Rumburk	0,095	17,783	18,791	50	40	204	204	27,0	B2
468 00	Rumburk	Dolní Poustevna státní hranice	0,020	26,271	26,251	60	40	204	258	28,6	C2
469 00	Panský	Krásná Lípa	0,200	5,017	5,004	40	40	125	125	20,7	C3
471 00	Rybniště	Varnsdorf státní hranice	0,078	11,459	12,040	50	110	327	405	15,1	C3
472 00	Varnsdorf	Varnsdorf staré nádraží státní hranice	10,441	13,706	4,013	50	50	N/A	N/A	11,0	C3
473 00	Srní u České Lípy	Žizníkov	0,520	3,474	4,882	80	130	626	626	5,2	C3
474 00	Mimoň	Mimoň staré nádraží	0,027	3,054	3,187	40	N/A	93	93	20,0	C3
480 00	Skály odbočka	Turnov	12,425	103,654	91,990	100	142	442	640	12,5	C2
481 00	Balabenka odbočka	Praha-Vysočany	4,816	6,168	1,352	100	255	384	680	0,0	D4
482 00	Kralupy nad Vltavou	Neratovice	1,381	17,174	18,150	60	185	400	660	8,2	C4
483 00	Čelákovice	Neratovice	0,081	15,118	23,878	60	150	400	565	22,4	C3
484 00	Nymburk hlavní nádraží	Mladá Boleslav hlavní nádraží	0,562	29,359	30,778	100	190	579	640	6,1	C3
485 00	Mladá Boleslav hlavní nádraží	Mladá Boleslav město	14,687	21,195	7,572	60	200	579	640	0,0	C3
486 00	Mladá Boleslav město	Stará Paka	21,195	73,248	51,964	60	69	127	346	33,1	C2
487 00	Bakov nad Jizerou	Česká Lípa hlavní nádraží	0,625	45,379	44,256	100	125	443	509	14,5	C3
488 00	Bakov nad Jizerou-Zálučí odbočka	Dolní Bousov	37,380	22,836	14,544	60	69	N/A	N/A	15,0	B2
491 00	Hradec Králové hlavní nádraží	Turnov	0,638	29,014	82,564	80	70	179	527	19,2	C3
492 00	Jičín	Nymburk město	41,433	0,499	45,159	70	55	308	565	17,1	C3
500 00	Jaroměř	Liberec	40,361	160,972	121,539	100	107	269	485	17,9	C3
501 00	Liberec	Hrádek n. Nisou státní hranice	0,750	21,769	21,017	100	268	327	405	13,2	C3
502 00	Liberec	Frýdlant v Čechách státní hranice	160,934	200,107	40,086	80	110	440	510	16,0	C3
503 00	Frýdlant v Čechách	Jindřichovice pod Smrkem	0,410	23,671	23,433	50	40	318	333	26,0	B2
504 00	Bílý Potok pod Smrkem	Raspenava	6,377	0,328	6,607	40	30	157	157	25,0	A1
505 00	Liberec	Tanvald	1,786	27,534	26,389	50	80	167	167	27,1	C3
506 00	Smržovka	Josefův Důl	0,232	6,776	6,545	40	40	80	80	28,3	C3
507 00	Tanvald	Harrachov státní hranice	27,534	40,111	12,578	60	139	220	220	0,0	A1
508 00	Železný Brod	Tanvald	0,148	16,822	17,475	60	106	282	282	31,5	C3

1	2	3	4	5	6	7	8	9	10	11	12
520 00	Kolín	Praha-Libeň	344,491	406,236	61,632	160	300	666	700	0,0	D4
521 00	Nymburk hlavní nádraží	Poříčany	1,332	1,141	16,521	100	80	354	700	15,3	C3
522 00	Pečky	Kouřim	0,664	3,001	16,996	60	40	88	188	16,3	C3
523 00	Bošice	Bečváry	12,986	3,820	10,929	60	40	106	180	16,7	C3
524 00	Praha-Běchovice Blatov	Praha-Běchovice	0,056 0,121	1,512 1,560	1,493	80	300	666	700	15,0	D4
540 00	Česká Třebová	Kolín	245,284	344,491	98,849	160	300	666	700	0,0	D4
541 00	Prachovice	Přelouč	21,556	1,800	21,661	50	30	443	598	26,9	C3
542 00	Heřmanův Městec	Borohrádek	0,305	46,769	47,626	60	60	203	405	19,7	C2
543 00	Chrudim	Chrudim město	0,622	1,114	1,588	30	40	203	289	19,6	C3
544 00	Choceň	Litomyšl	0,969	23,984	23,870	60	63	192	311	17,5	C2
545 00	Letohrad	Ústí nad Orlicí	0,286	13,320	15,338	70	90	475	675	12,3	D4
546 00	Lichkov státní hranice	Letohrad	113,251	89,664	24,648	90	90	552	624	0,0	D4
547 00	Letohrad	Týniště nad Orlicí	89,664	50,295	40,543	100	115	377	610	21,0	C3
548 00	Častolovice	Solnice	0,717	15,613	15,892	60	45	317	439	20,3	C2
549 00	Doudleby nad Orlicí	Rokytnice v Orlických horách	0,450	19,694	19,895	50	40	200	200	28,3	C2
551 00	Hanušovice	Lichkov	70,659	94,245	24,466	75	90	353	484	21,0	C3
552 00	Štíty	Dolní Lipka	16,636	0,211	16,815	50	60	117	127	22,0	C3
553 00	Hanušovice-Morava	Staré Město pod Sněžníkem	1,892	11,443	9,586	50	30	57	57	20,8	C2
560 00	Kolín	Nymburk hlavní nádraží	298,487	323,297	24,720	120	220	538	700	6,7	D4
561 00	Babín odbočka	Nymburk hlavní nádraží	0,092 0,054	4,114	4,441	70	N/A	700	700	0,0	N/A
562 00	Choceň	Velký Osek	0,949	0,346	100,889	100	160	537	653	10,9	D4
563 00	Chlumec nad Cidlinou	Obora odbočka	0,722	0,046	24,774	60	60	235	235	16,3	C4
564 00	Kolín-Hradišťko	Prům.zóna TPCA Kolín	0,043	1,438	1,395	50	N/A	400	400	2,5	D3
580 00	Pardubice hlavní nádraží	Hradec Králové hlavní nádraží	1,337	21,835	22,260	100	170	572	645	9,6	D4
581 00	Opatovice nad Labem-Pohřebačka	Plačice odbočka	0,864	3,619	3,889	80	250	572	645	3,9	D4
582 00	Havlíčkův Brod	Pardubice-Rosice nad Labem	0,538	91,692	93,705	100	110	403	403	15,1	D4
600 00	Hradec Králové hlavní nádraží	Jaroměř	23,144	40,361	18,036	100	170	572	645	8,7	D4
601 00	Hněvčeves	Smiřice	0,033	10,946	11,887	60	50	565	565	13,2	C2
620 00	Jaroměř	Trutnov hlavní nádraží	0,222	124,245	52,536	100	152	297	497	14,9	C2
621 00	Trutnov hlavní nádraží	Chlumec nad Cidlinou	124,245	23,125	102,892	100	90	345	417	18,0	C2

1	2	3	4	5	6	7	8	9	10	11	12
622 00	Martinice v Krkonoších	Rokytnice nad Jizerou	0,286	20,422	20,649	50	30	120	120	23,0	A1
623 00	Kunčice nad Labem	Vrchlabí	0,411	4,701	4,885	50	50	290	290	14,2	C3
624 00	Trutnov hlavní nádraží	Svoboda nad Úpou	0,527	10,258	10,424	60	60	290	290	15,8	C3
625 00	Trutnov-Poříčí	Královec státní hranice	47,350	62,089	15,236	60	100	340	340	15,4	C2
626 00	Královec	Žacléř	0,000	5,092	5,715	50	16	40	40	36,0	C3
627 00	Teplice nad Metují	Trutnov střed	31,689	0,188	32,594	50	45	380	450	28,3	C2
628 00	Týniště nad Orlicí	Meziměstí státní hranice	24,454	92,774	68,484	90	100	334	542	18,4	C4
629 00	Meziměstí	Otovice zastávka	1,643	14,739	14,983	60	165	399	399	12,0	A1
631 00	Václavice	Starkoč	0,139	2,453	2,849	60	145	297	497	16,1	C4
632 00	Dobruška	Opočno pod Orlickými horami	0,141	5,348	5,876	50	30	155	155	15,3	A1
640 00	Veselí nad Lužnicí	Jihlava	0,533	92,804	94,192	80	167	538	650	15,3	D4
641 00	Slavonice	Kostelec u Jihlavy	36,373	0,085	54,430	50	80	283	283	18,0	C2
642 00	Střelice	Jihlava	0,314	198,301	90,167	85	185	464	571	25,0	C3
643 00	Brno hlavní nádraží	Střelice	143,283	142,499	12,631	90	185	464	571	0,0	C3
644 00	Znojmo státní hranice	Okříšky	87,660	169,019	82,367	90	160	447	640	13,4	D4
645 00	Moravské Budějovice	Jemnice	0,313	20,941	21,613	50	62	300	300	20,0	C3
660 00	Jihlava	Havlíčkův Brod	198,301	222,989	25,897	120	145	538	650	0,0	D4
661 00	Dobronín	Polná	0,326	5,933	6,410	30	100	150	150	17,9	C3
680 00	Havlíčkův Brod	Kolín	117,321	296,748	75,673	100	200	547	626	14,2	D4
681 00	Kolín	Ledečko stavědlo 1	0,514	38,259	38,828	60	40	198	198	25,1	C3
682 00	Kutná Hora hlavní nádraží	Zruč nad Sázavou	0,448	35,679	36,301	60	40	104	104	22,5	C3
683 00	Čáslav	Třemošnice	0,890	17,101	17,213	60	40	85	85	24,1	C3
684 00	Havlíčkův Brod	Humpolec	0,255	25,506	25,419	50	44	163	163	20,0	C3
700 00	Brno-Židenice	Havlíčkův Brod	0,411	117,321	117,322	140	200	547	626	18,3	D4
701 00	Tišnov	Žďár nad Sázavou	94,354	34,046	62,428	60	150	202	519	23,2	C3
702 00	Studenec	Křižanov	0,144	33,305	35,064	70	48	261	582	21,0	C3
702 90	Oslavice	Velké Meziříčí staré nádraží	20,098	22,397	2,300	40	N/A	261	261	0,0	N/A
720 00	Lanžhot státní hranice	Modřice	11,395	137,767	64,465	160	220	658	720	5,4	D4
721 00	Modřice	Brno hlavní nádraží	137,767	143,765	7,557	120	220	658	720	0,0	D4
722 00	Brno-Horní Heršpice modřické zhl.	Brno-Maloměřice st.6	10,054	161,472	9,384	80	600	658	720	0,0	D4
723 00	Modřice	Brno-Horní Heršpice modřické zhl.	0,055	1,934	1,937	50	520	650	720	0,0	D4

1	2	3	4	5	6	7	8	9	10	11	12
724 00	Brno-Horní Heršpice Státní silnice	Brno-Horní Heršpice výhybka č. 651	151,811	153,537	1,726	60	360	464	620	0,0	C3
725 00	Brno-Černovice odbočka	Brno-Černovice zhl. Táborská	2,230	1,733	0,533	60	360	450	632	8,0	D4
726 00	Hrušovany u Brna	Židlochovice	0,498	2,705	2,966	40	120	200	200	14,8	C3
728 00	Hustopeče u Brna	Šakvice	6,832	0,146	7,575	60	40	159	159	11,0	C3
729 00	Hodonín	Zaječí	36,873	0,459	37,926	50	100	140	140	15,4	C3
732 00	Břeclav státní hranice	Břeclav	77,992	82,156	4,996	120	400	400	720	2,3	D4
733 00	Břeclav	Znojmo	84,167	24,933	71,294	80	156	359	481	12,4	D4
734 00	Boří les	Lednice	0,364	9,482	9,118	50	70	111	111	14,0	C3
735 00	Hrušovany nad Jevišovkou-Šanov	Hevlín	92,326	85,585	7,320	50	90	204	204	6,9	B2
736 00	Střelice	Hrušovany nad Jevišovkou-Šanov	142,371	93,074	50,178	80	184	312	486	13,6	C3
737 00	Moravské Bránice	Oslavany	0,379	9,485	9,703	50	96	260	260	14,6	C3
740 00	Brno-Maloměřice st.6	Česká Třebová	161,685	245,284	83,586	140	176	643	680	9,2	D4
741 00	Česká Třebová odj.sk.	Parník odbočka	246,625	249,032	2,407	60	135	639	700	0,0	D4
742 00	Třebovice v Čechách	Česká Třebová odj.sk.	7,142	0,838	7,285	60	135	649	720	0,0	D4
743 00	Česká Třebová vj.sk.	Parník odbočka	0,132	249,031	8,169	60	135	639	700	0,0	D4
744 00	Zádulka odbočka	Les odbočka	240,568	241,453	0,941	60	190	643	680	0,0	D4
745 00	Zádulka odbočka	Česká Třebová vj.sk.	240,513	1,055	1,375	60	149	643	680	0,0	D4
746 00	Třebovice v Čechách	Česká Třebová vj.sk.	0,017	246,625	6,837	40	149	649	720	0,0	D4
747 00	Svitavy	Žďárec u Skutče	0,442	52,286	53,319	65	55	160	160	23,6	B2
748 00	Chornice	Skalice nad Svitavou	0,376	31,848	32,643	50	42	145	145	23,0	C2
749 00	Brno hlavní nádraží	Brno-Maloměřice st.6	156,029	161,526	5,496	140	176	305	330	0,0	D4
751 00	Holubice	Brno hlavní nádraží	28,320	1,351	27,764	100	160	305	330	0,0	C3
752 00	Přerov	Holubice	87,901	28,320	61,385	100	160	345	566	7,7	C3
753 00	Holubice	Blažovice	2,468	0,735	3,715	70	295	345	566	12,9	C3
754 00	Kojetín	Tovačov	0,364	10,934	11,205	50	123	156	156	15,8	C3
760 00	Prosenice	Česká Třebová	7,697 7,713	0,867	119,629	160	280	649	720	9,0	D4
761 00	Chornice	Třebovice v Čechách	40,745	76,331	35,587	50	60	188	233	14,4	C3
762 00	Kostelec na Hané	Chornice	6,952	40,745	33,794	60	70	198	245	27,1	C3
763 00	Prostějov hlavní nádraží	Kostelec na Hané	0,336	6,952	7,306	60	70	198	245	10,0	C3
764 00	Olomouc hlavní nádraží	Nezamyslice	100,855	62,545	39,992	100	130	437	552	7,4	C3

1	2	3	4	5	6	7	8	9	10	11	12
765 00	Senice na Hané	Červenka	12,224	0,525	15,560	60	40	114	149	0,0	C3
766 00	Kostelec na Hané	Senice na Hané	0,242	18,314	18,666	60	75	132	160	13,0	C3
767 00	Litovel předměstí	Mladeč	0,237	5,862	5,855	40	30	50	87	16,7	C3
768 00	Senice na Hané	Olomouc hlavní nádraží	18,314	0,021	17,881	60	75	132	160	15,2	C3
769 00	Lanškroun	Rudoltice v Čechách	4,414	0,371	4,917	50	55	100	N/A	21,5	C3
771 00	Zábřeh na Moravě	Šumperk	0,073	43,362	14,142	100	140	159	400	8,5	C4
772 00	Bludov-Sudkov	Bludov-Chromeč	0,105	0,737	0,767	60	N/A	375	485	3,3	C3
773 00	Hanušovice	Bludov	70,659	49,345	22,204	75	110	375	485	25,0	C3
774 00	Mikulovice státní hranice	Hanušovice	51,500	0,380	51,784	60	110	159	317	32,9	C3
775 00	Lipová Lázně	Javorník ve Slezsku	0,471	5,387	31,242	60	35	114	152	29,5	C3
776 00	Velká Kraš	Vidnava	0,090	4,574	4,831	60	41	152	152	15,0	C3
777 00	Zlaté Hory	Mikulovice	8,822	0,089	9,085	40	43	203	203	25,6	C3
778 00	Šumperk	Olomouc hlavní nádraží	43,362	102,062	58,070	90	80	159	400	17,9	C3
780 00	Bohumín	Prosenice	276,998	190,320	86,870	160	350	679	720	9,0	D4
781 00	Suchdol nad Odrou	Budišov nad Budišovkou	0,487	39,234	39,358	60	70	119	264	28,3	C3
782 00	Suchdol nad Odrou	Fulnek	0,228	9,740	10,145	60	30	143	143	24,1	C3
783 00	Suchdol nad Odrou	Nový Jičín město	0,000	8,368	8,364	40	60	105	105	22,9	C3
784 00	Studénka	Bílovec	0,189	7,617	8,020	50	40	160	190	22,7	B2
785 00	Studénka	Sedlnice	1,586	6,595	7,123	100	170	N/A	170	0,0	D4
786 00	Sedlnice	Mošnov, Ostrava Airport	0,066 0,034	2,903	2,837	90	178	N/A	N/A	13,00	D4
787 00	Sedlnice	Veřovice	6,595	26,197	19,123	80	75	N/A	170	28,4	C3
791 00	Odra odbočka	Ostrava-Svinov	0,305	2,684	4,025	80	350	650	700	13,3	D4
792 00	Ostrava hlavní nádraží	Vratimov	0,000	10,768	11,044	100	200	600	700	17,7	D4 / C3
793 00	Bohumín-Vrbice státní hranice	Bohumín-Vrbice	4,275	0,000	5,570	100	N/A	600	600	4,5	D4
794 00	Bohumín státní hranice	Bohumín	279,628	276,492	3,235	100	400	600	600	1,4	D4
795 00	Ostrava-Svinov	Opava východ	262,416	290,405	27,464	100	170	480	480	25,0	D4
796 00	Hlučín	Opava východ	15,113	289,416	23,215	70	190	400	430	14,3	C3
797 00	Chuchelná	Kravaře ve Slezsku	11,326	21,349	10,555	50	120	250	250	15,0	C3
800 00	Přerov	Břeclav	180,958	85,673	95,509	160	284	636	720	4,7	D4
801 00	Hodonín	Hodonín státní hranice	0,742	3,009	3,695	60	180	119	184	9,6	D4
802 00	Rohatec	Veselí nad Moravou	0,510	0,760	20,712	80	118	207	418	0,0	D4

1	2	3	4	5	6	7	8	9	10	11	12
803 00	Velká nad Veličkou státní hranice	Veselí nad Moravou	44,633	66,902	23,256	80	118	580	580	16,5	C4
804 00	Sudoměřice nad Moravou	Sudoměřice nad Moravou státní hranice	14,763	14,950	0,566	80	124	207	207	1,7	C3
805 00	Veselí nad Moravou	Blažovice	88,308	17,085	69,367	100	354	352	588	16,4	C3
806 00	Blažovice	Brno-Černovice odbočka	17,085	2,615	14,467	80	354	356	513	16,3	C3
807 00	Brno-Černovice odbočka	Brno hlavní nádraží	2,615	1,280	6,782	70	354	356	513	0,0	C3
808 00	Moravský Písek	Bzenec	1,164	78,128	5,479	80	277	601	601	10,5	C3
811 00	Kunovice	Veselí nad Moravou	101,219 0,535	88,075	13,144	100	166	543	591	17,4	C3
812 00	Vlárský průsmyk státní hranice	Staré Město u Uherského Hradiště	163,500	6,091	70,301	80	161	303	567	16,0	C3
813 00	Luhačovice	Újezdec u Luhačovic	9,757	0,094	10,319	50	92	83	83	12,1	C3
814 00	Zlín střed	Otrokovice	10,463	0,158	10,939	60	90	160	638	10,1	C3
815 00	Vizovice	Zlín střed	24,861	10,463	14,398	60	90	160	637	12,2	C4
816 00	Přerov	Dluhonice výhybna	184,261	186,021	4,894	160	170	649	720	0,0	D4
817 00	Prosenice	Přerov	190,320	180,958	11,221	130	350	679	720	3,0	D4
820 00	Horní Lideč státní hranice	Hranice na Moravě	21,110	0,000	70,833	90	200	538	697	18,9	D4
821 00	Valašské Meziříčí	Kojetín	60,530	0,447	61,884	80	205	226	555	0,0	C3
822 00	Zborovice	Kroměříž	16,972	0,459	17,083	60	114	145	145	13,0	B2
823 00	Vratimov	Valašské Meziříčí	10,768	61,600	62,353	80	170	507	620	17,1	C3 / D4
824 00	Rožnov pod Radhoštěm	Valašské Meziříčí	13,249	0,181	13,985	60	85	101	210	14,9	C3
825 00	Frýdlant nad Ostravicí	Ostravice	0,445	6,379	7,345	50	85	193	193	19,2	B2
826 00	Vsetín-Bečva	Velké Karlovice	2,877	27,453	24,615	50	80	105	105	21,0	B2
827 00	Bylnice	Horní Lideč	0,541	18,642	19,895	70	163	445	559	17,0	C3
840 00	Opava východ	Olomouc hlavní nádraží	115,507	0,440	117,627	75	150	470	490	20,1	C3
841 00	Valšov	Rýmařov	0,300	14,374	15,160	50	40	200	200	13,2	D4
842 00	Bruntál	Malá Morávka	0,161	17,266	17,851	50	40	180	180	43,1	C3
843 00	Milotice nad Opavou	Vrbno pod Pradědem	0,508	20,599	20,091	50	N/A	N/A	N/A	20,0	C2
844 00	Krnov	Jindřichov ve Slezsku státní hranice	87,799	25,694	26,562	80	80	141	300	12,2	C3
845 00	Osoblaha	Třemešná ve Slezsku	20,344	14,975	20,567	40	35	80	80	27,3	A1
846 00	Opava východ	Hradec nad Moravicí	0,790	8,236	8,179	60	90	200	200	18,7	C3
847 00	Moravice odbočka	Svobodné Heřmanice	2,726	25,300	22,574	50	40	90	90	32,3	C3
860 00	Dětmarovice	Bohumín	285,239	276,998	10,961	140	350	654	700	3,0	D4

1	2	3	4	5	6	7	8	9	10	11	12
861 00	Petrovice u Karviné státní hranice	Dětmarovice	292,602	285,122	7,480	120	250	632	700	4,8	D4
862 00	Karviná město	Petrovice u Karviné	5,280	0,480	5,236	50	N/A	500	500	21,3	C4
880 00	Chotěbuz	Dětmarovice	323,632	339,611	15,983	100	300	650	700	5,0	D4
881 00	Koukolná odbočka	Závada odbočka	0.087	1,206	1,250	60	-	-	700	3,6	D4
882 00	Český Těšín	Ostrava-Kunčice	0,757 4,432	28,355	33,366	100	350	650	700	8,0	D4
883 00	Ostrava-Kunčice	Polanka nad Odrou výhybna	31,074	38,987	9,487	100	350	650	700	8,0	D4
884 00	Mosty u Jablunkova státní hranice	Chotěbuz	286,534	323,632	38,547	160	300	650	700	16,0	D4
885 00	Český Těšín	Frýdek-Místek	136,756	111,796	27,172	70	80	250	620	18,1	C3
886 00	Český Těšín státní hranice	Český Těšín	139,112	138,798	0,335	40	80	220	220	7,4	C4

Table B

TSI category in accordance to Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union

Meaning of individual columns and symbols used:

Column number:

1 – number of line
2 – name of the railway line beginning
3 – name of the railway line end
4 – kilometre position of the railway line beginning
5 – kilometre position of the railway line end
6 – target category in accordance to TSI INF – passenger
7 – target category in accordance to TSI INF – freight
8 – main or global network in passenger transport
9 – main or global network in freight transport
10 - line category in accordance to Rail Act:
  a) C – nationwide line
  b) R – regional line
10 – line category in accordance to pricing schedule (see Annex "C"):
  a) from 1 to 5 for lines operated by Správa železnic
  b) PKP for lines operated by PKP CARGO INTERNATIONAL
  c) PDV for lines operated by PDV Railway

TSI kategorie tratí dle Nařízení Komise (EU) č. 1299/2014 ze dne 18. listopadu 2014 o technických specifikacích pro interoperabilitu subsystému infrastruktura železničního systému v Evropské unii a kategorie dráhy

1	2	3	4	5	6	7	8	9	10	11
100 00	Plzeň hlavní nádraží	Cheb	349,647	236,297	P5	F1	H	H	C	2
101 00	Aš	Hranice v Čechách	27,285	15,898	P6	F4			R	5
102 00	Františkovy Lázně	Aš státní hranice	7,213	29,585	P6	F4			R	5
103 00	Cheb	Vojtanov státní hranice	73,615	51,325	P6	F4			C	4
104 00	Cheb	Cheb státní hranice	150,540	140,587	P5	F1	H	H	C	3
105 00	Mariánské Lázně	Karlovy Vary	0,390	2,612	P6	F4			R	5
106 00	Domažlice odbočná výh.č.401	Planá u Mariánských Lázní	5,842	0,027	P6	F4			R	5
107 00	Svojšín	Bor	0,132	14,904	P6	F4			R	5
108 00	Pňovany	Bezdružice	0,376	24,087	P6	F4			R	5
120 00	Chomutov	Cheb	126,192	236,297	P5	F2	G	G	C	3
121 00	Tršnice	Františkovy Lázně	0,402	3,724	P6	F4			R	5
122 00	Tršnice	Luby u Chebu	0,509	20,955	P6	F4			R	5
123 00	Sokolov	Kraslice státní hranice	0,574	27,452	P6	F4			R	PDV
124 00	Krásný Jez	Nové Sedlo u Lokte	0,203	18,083	P6	F4			R	5
125 00	Chodov	Nová Role	0,418	6,263	P6	F4			R	5
126 00	Karlovy Vary-Sedlec	Potůčky státní hranice	5,212	46,199	P6	F4			R	5
127 00	Dalovice	Merklín	10,325	0,040	P6	F4			R	5
128 00	Kadaň-Předměstí	Kadaň-Prunéřov	26,404	32,376	P6	F4			R	5
129 00	Kaštice	Kadaň-Předměstí	0,038	26,404	P6	F4			R	5
131 00	Kadaňský Rohozec	Vilémov u Kadaně	8,825	17,779	P6	F4			R	5
132 00	Chomutov	Vejprty státní hranice	0,708	35,391	P6	F4			R	5
133 00	Droužkovice	Dubina odbočka	1,075	5,707		F4			C	4
140 00	Most	Chomutov	48,681	65,712	P5	F2	G	G	C	3
141 00	Chomutov město	Chomutov seř.n.	0,087	2,551		F2			C	3
142 00	Březno u Chomutova	Chomutov	116,223	124,294	P5	F3			C	4
143 00	Dolní Rybník odbočka	Jirkov	0,038	2,099	P6	F4			R	5
144 00	Třebušice	Most nové nádraží	1,603	3,955		F2			C	3
145 00	Most	Most nové nádraží	47,228	4,458		F2			C	3
146 00	Most nové nádraží	Louka u Litvínova	4,458	11,620	P6	F4			R	5

1	2	3	4	5	6	7	8	9	10	11
147 00	Louka u Litvínova	Litvínov	54,120	55,597	P6	F4			R	5
148 00	Louka u Litvínova	Moldava v Krušných horách	133,149	158,081	P6	F4			R	5
149 00	Louny	Most	95,222	121,101	P5	F			R	5
160 00	Ústí nad Labem hlavní nádraží	Most	0,507	48,681	P5	F2	G	G	C	3
161 00	České Zlatníky odbočka	Obrnice	234,800	233,182		F3			C	3
162 00	Oldřichov u Duchcova	Louka u Litvínova	42,781	131,938	P6	F4			R	5
164 00	Děčín hlavní nádraží	Oldřichov u Duchcova	0,191	39,443		F4			R	5
165 00	Ústí nad Labem západ	Bílina	3,654	25,339	P6	F3	G	G	C	3
166 00	Řetenice	Lovosice	0,589	35,747	P6	F4			R	5
168 00	Ústí nad Labem západ výh. 852	Ústí nad Labem západ st. 5	0,063	2,074		F2		G	C	3
169 00	Ústí nad Labem hlavní nádraží jih	Ústí nad Labem západ	0,082	0,978		F2		G	C	3
180 00	Plzeň hlavní nádraží	Žatec	1,073	203,390	P5	F3			C	4
181 00	Rakovník	Bečov nad Teplou	0,650	87,273	P6	F4			R	5
182 00	Protivec	Bochov	0,200	16,823		F4			R	5
183 00	Rakovník	Mladotice	1,290	38,558	P6	F4			R	5
184 00	Žatec-západ	Žatec-Velichov	0,000	1,062		F4			C	4
185 00	Žatec	Březno u Chomutova	101,978	116,223	P5	F3			C	4
186 00	Lužná u Rakovníka	Žatec	61,709	101,978	P5	F4			R	5
187 00	Žatec	Obrnice	204,167	232,107	P5	F3			C	4
188 00	Louny	Postoloprty	10,675	0,265	P6	F4			R	5
189 00	Bažantnice odbočka	Vrbka odbočka	0,795	216,408		F4			R	5
191 00	Louny předměstí	Rakovník	44,7650,251	0,650	P6	F4			R	5
192 00	Krupá	Kolešovice	0,198	12,218					R	5
200 00	Plzeň hlavní nádraží	Česká Kubice státní hranice	111,772	184,102	P5	F1	H	H	C	3
201 00	Staňkov	Poběžovice	0,165	19,076	P6	F4			R	5
202 00	Janovice nad Úhlavou	Domažlice	0,727	30,875	P6	F4			R	5
203 00	Nýřany	Heřmanova Huť	0,112	9,669	P6	F4			R	5
204 00	Klatovy	Železná Ruda-Alžbětín	48,334	0,000	P6	F4			R	5
205 00	Plzeň hlavní nádraží	Klatovy	97,060	48,334	P5	F4			C	4
220 00	Nemanice	Plzeň hlavní nádraží	216,875 0,042	347,302	P5	F2	G	G	C	3

1	2	3	4	5	6	7	8	9	10	11
221 00	Nepomuk	Blatná	24,230	0,229	P6	F4			R	5
222 00	Horažďovice předměstí	Klatovy	0,292	58,071	P6	F4			R	5
223 00	Strakonice	Volary	0,328	70,364	P6	F4			R	5
224 00	Březnice	Strakonice	0,234	49,093	P6	F4			R	5
225 00	Putim	Ražice	0,246	2,624	P6	F4			R	5
226 00	Čížčenice	Volary	0,455	56,290	P6	F4			R	5
227 00	Čížčenice	Týn nad Vltavou	0,629	21,582		F4			R	5
228 00	Dívčice	Netolice	0,471	13,785		F4			R	5
240 00	Horní Dvořiště státní hranice	České Budějovice	61,097	117,983	P5	F2	G	G	C	3
241 00	Volary	Čes. Budějovice, odbočná výh.č.502	56,290	0,000	P6	F4			R	5
242 00	Černý Kříž	Nové Údolí	62,111	69,981	P6	F4			R	5
243 00	Rybník	Lipno nad Vltavou	0,167	22,185	P6	F4			R	5
260 00	České Velenice státní hranice	České Budějovice	163,100	211,641	P5	F3	G	G	C	3
261 00	České Velenice	Veselí nad Lužnicí	1,157	54,506	P5	F3			C	4
280 00	České Budějovice	Benešov u Prahy	117,983	133,570	P3	F2	G	G	C	2
281 00	Tábor	Bechyně	0,000	24,303	P6	F4			R	5
282 00	Tábor	Písek	1,750	59,460	P6	F4			R	5
283 00	Horní Cerekev	Tábor	0,451	69,093	P6	F4			R	5
284 00	Olbramovice	Sedlčany	0,286	16,825	P6	F4			R	5
285 00	Trhový Štěpánov	Benešov u Prahy	33,645	0,849	P6	F4			R	5
300 00	Benešov u Prahy	Praha-Uhříněves	133,570	170,492	P3	F2	G	G	C	2
301 00	Praha-Uhříněves	Praha-Zahradní město	170,492	178,095	P5	F1	G	H	C	2
302 00	Praha-Zahradní město	Praha-Vršovice	178,095	183,623	P5	F4	H	G	C	2
303 00	Čerčany	Praha-Krč	0,470	6,393	P6	F4			R	5
304 00	Dobříš	Skochovice odbočka	0,666	29,580	P6	F4			R	5
305 00	Světlá nad Sázavou	Čerčany	47,618	65,347	P6	F4			R	5
320 00	Praha-Libeň	Praha hlavní nádraží	0,933	3,859	P3		H		C	1
321 00	Praha-Libeň	Praha-Holešovice Stromovka	0,199	5,071	P5	F1	G	G	C	2
322 00	Praha Masarykovo nádraží-Hrabovka	Praha Masarykovo nádraží-viadukt	0,006	0,595	P6		H		C	2
323 00	Balabenka odbočka	Praha Masarykovo nádraží-Sluncová	0,066 0,066	1,964 1,345	P5		H		C	2

1	2	3	4	5	6	7	8	9	10	11
324 00	Praha-Libeň	Praha Masarykovo nádraží	406,236 405,870	409,899	P5		H		C	2
325 00	Balabenka odbočka	Praha-Holešovice Rokytka	0,066 0,320	0,889 0,845	P5		G		C	2
326 00	Praha-Vršovice	Praha hlavní nádraží	183,623	185,369	P5		H		C	2
327 00	Praha hlavní nádraží	Balabenka odbočka	185,314	4,816	P5		H		C	2
328 00	Praha-Libeň	Praha-Vysočany	0,111	1,588		F1		H	C	3
329 00	Praha-Malešice	Praha-Zahradní město	4,963	178,137	P5	F1	H	H	C	3
332 00	Praha-Běchovice	Praha-Malešice	0,731	4,963	P5	F1	H	H	C	3
333 00	Praha-Libeň	Praha-Malešice	1,508	3,821		F1		H	C	3
334 00	Praha-Hostivař	Praha-Malešice	0,514	3,242		F1		H	C	3
335 00	Praha-Vršovice	Praha-Vyšehrad výhybna	0,638	1,437		F4		G	C	3
336 00	Praha-Vršovice	DKV Praha PP Praha jih	182,487	0,852	P6				C	3
337 00	Praha-Krč	Praha-Vršovice	4,514	0,733	P5	F4	G	G	C	4
338 00	Záběhlice odbočka	Praha-Vršovice st.2	178,187	0,028	P5	F1	G	H	C	3
340 00	Praha-Radotín	Beroun	10,237	39,527	P3	F1	H	H	C	2
341 00	Rakovník	Beroun	41,881	0,023	P6	F4			R	5
342 00	Praha-Smíchov	Beroun-Závodí	1,139	1,704	P6	F4			R	5
343 00	Praha-Smíchov společné nádraží	Hostivice	0,000	19,212	P6	F3			C	4
344 00	Rudná u Prahy	Jeneček odbočka	16,118	0,069	P6	F4			R	5
345 00	Jeneček odbočka	Podlešín	0,068	47,520		F3			C	5
346 00	Jeneček vhb.č.5	Jeneček vhb.č.6	22,568	23,454		F4			R	5
347 00	Praha-Smíchov	Praha-Radotín	0,180	10,237	P3	F3	H	G	C	2
348 00	Praha-Zahradní město	Odbočka Závodiště	1,798	6,253 6,253		F1		H	C	3
349 00	Praha hlavní nádraží	Praha-Smíchov	0,431	4,313	P5		H		C	2
351 00	Praha-Smíchov sev. zhl.	Praha-Smíchov spol.n.	2,985	3,349	P6	F4			C	2
360 00	Beroun	Plzeň hlavní nádraží	39,527	110,199	P3	F1	H	H	C	2
361 00	Ejpovice	Radnice	5,249	6,809	P6	F4			R	5
362 00	Rokycany	Nezvěstice	0,027	26,589	P6	F4			R	5
363 00	Zdice	Protivín	101,354	0,022	P5	F4			C	4
364 00	Rožmitál pod Třemšínem	Březnice	0,000	6,906	P6	F4			R	5

1	2	3	4	5	6	7	8	9	10	11
365 00	Zadní Třebaň	Lochovice	0,076	26,350	P6	F4			R	5
380 00	Praha-Holešovice Stromovka	Kralupy nad Vltavou	413,53	437,961	P5	F1	G	G	C	2
381 00	Praha-Bubny	Praha-Holešovice Stromovka	412,924	413,530	P5		G		C	2
382 00	Praha Masarykovo nádraží	Praha-Bubny	409,995	412,924	P5		G		C	2
383 00	Praha-Bubny	Kladno	0,672	28,626	P5	F3	G	G	C	4
384 00	Kladno	Lužná u Rakovníka	28,626	61,709	P5	F3			C	4
385 00	Lužná u Rakovníka	Rakovník	0,315	42,971	P5	F3			C	4
386 00	Kladno	Kralupy nad Vltavou	0,620	437,167	P6	F4			C	4
400 00	Kralupy nad Vltavou	Lovosice	437,961	492,992	P3	F1	G	G	C	2
401 00	Kralupy nad Vltavou	Louny	0,883	95,222	P6	F4			R	5
402 00	Kralupy n. Vlt. předměstí	Velvary	2,753	10,002	P6	F4			R	5
403 00	Vraňany	Lužec nad Vltavou	0,239	3,397	P6	F4			R	5
404 00	Roudnice nad Labem	Straškov	1,484	13,270	P6	F4			R	5
405 00	Vraňany	Libochovice	36,975	0,363	P6	F4			R	5
406 00	Straškov	Zlonice	14,881	32,173	P6	F4			R	5
407 00	Lovosice	Louny	0,614	0,675	P6	F4			R	5
420 00	Lovosice	Děčín hlavní nádraží	492,992	540,164	P5	F1	G	G	C	2
421 00	Děčín hlavní nádraží	Děčín státní hranice	1,026	11,859	P5	F1	G	G	C	2
422 00	Děčín východ dolní nádraží	Děčín-Prostřední Žleb	457,725	458,961		F1		H	C	3
423 00	Děčín hlavní nádraží	Děčín východ dolní nádraží	1,792	0,000	P5	F3			C	3
440 00	Nymburk hlavní nádraží	Ústí nad Labem-Střekov	323,297	431,472	P5	F1	G	H	C	3
441 00	Ústí nad Labem-Střekov	Děčín východ	431,472	457,725	P5	F1	G	H	C	3
442 00	Ústí nad Labem-Střekov	Ústí nad Labem západ	0,363	3,016 1,461	P5	F2	G	G	C	3
443 00	Žalhostice	Velké Žernoseky	0,048	0,785		F4			R	5
444 00	Mělník	Mladá Boleslav hlavní nádraží	0,498	14,623	P6	F4			R	5
445 00	Lysá nad Labem	Milovice	0,633	5,800	P6	F4			R	4
446 00	Lysá nad Labem	Praha-Vysočany	0,863	6,168	P3	F1	G	H	C	3
447 00	Čelákovice	Mochov	8,797	4,014		F4			R	5
460 00	Česká Lípa hlavní nádraží	Liberec	0,669	143,166	P5	F4			C	4
461 00	Lovosice	Česká Lípa hlavní nádraží	40,110	84,535	P6	F4			R	5

1	2	3	4	5	6	7	8	9	10	11
462 00	Benešov nad Ploučnicí	Česká Lípa hlavní nádraží	0,055	19,843	P5	F3			C	4
463 00	Děčín východ	Benešov nad Ploučnicí	3,984	12,065	P5	F3			C	4
464 00	Benešov nad Ploučnicí	Jedlová	12,065	40,115	P6	F4			R	5
465 00	Česká Lípa hlavní nádraží	Rumburk	45,379	91,277	P5	F3			C	4
466 00	Rumburk	Rumburk státní hranice	91,277	97,690		F4			C	5
467 00	Mikulášovice dolní nádraží	Rumburk	0,095	17,783	P6	F4			R	5
468 00	Rumburk	Dolní Poustevna státní hranice	0,020	26,271	P6	F4			R	5
469 00	Panský	Krásná Lípa	0,200	5,017	P6	F4			R	5
471 00	Rybniště	Varnsdorf státní hranice	0,078	11,459	P6	F4			R	5
472 00	Varnsdorf	Varnsdorf staré nádraží státní hranice	10,441	13,706	P6	F4			R	5
473 00	Srní u České Lípy	Žizníkov	0,520	3,474	P5	F4			R	4
474 00	Mimoň	Mimoň staré nádraží	0,027	3,054		F4			C	5
480 00	Skály odbočka	Turnov	12,425	103,654	P5	F3			C	4
481 00	Balabenka odbočka	Praha-Vysočany	4,816	6,168	P3		G		C	2
482 00	Kralupy nad Vltavou	Neratovice	1,381	17,174	P6	F4			C	5
483 00	Čelákovice	Neratovice	0,081	15,118	P6	F4			R	5
484 00	Nymburk hlavní nádraží	Mladá Boleslav hlavní nádraží	0,562	29,359	P5	F2			C	4
485 00	Mladá Boleslav hlavní nádraží	Mladá Boleslav město	14,687	21,195	P6	F2			C	4
486 00	Mladá Boleslav město	Stará Paka	21,195	73,248	P6	F4			R	5
487 00	Bakov nad Jizerou	Česká Lípa hlavní nádraží	0,625	45,379	P5	F3			C	4
488 00	Bakov nad Jizerou-Zálučí odbočka	Dolní Bousov	37,380	22,836	P6	F4			R	5
491 00	Hradec Králové hlavní nádraží	Turnov	0,638	29,014	P6	F4			R	5
492 00	Jičín	Nymburk město	41,433	0,499	P6	F4			R	5
500 00	Jaroměř	Liberec	40,361	160,972	P5	F3			C	4
501 00	Liberec	Hrádek nad Nisou státní hranice	0,750	21,769	P5	F4			C	4
502 00	Liberec	Frýdlant v Čechách státní hranice	160,934	200,107	P5	F3			C	4
503 00	Frýdlant v Čechách	Jindřichovice pod Smrkem	0,410	23,671	P6	F4			R	5
504 00	Bílý Potok pod Smrkem	Raspenava	6,365	0,328	P6	F4			R	5
505 00	Liberec	Tanvald	1,786	27,534	P6	F4			R	5
506 00	Smržovka	Josefův Důl	0,232	6,776	P6	F4			R	5

1	2	3	4	5	6	7	8	9	10	11
507 00	Tanvald	Harrachov státní hranice	27,534	40,111	P6	F4			R	5
508 00	Železný Brod	Tanvald	0,148	16,822	P6	F4			R	5
520 00	Kolín	Praha-Libeň	344,491	406,236	P3	F1	H	G	C	1
521 00	Nymburk hlavní nádraží	Poříčany	1,332	1,141	P5	F2			C	4
522 00	Pečky	Kouřim	0,664	3,001	P6	F4			R	5
523 00	Bošice	Bečváry	12,986	3,820					R	5
524 00	Praha-Běchovice Blatov	Praha-Běchovice	0,056 0,121	1,512 1,560	P3	F1	H	G	C	1
540 00	Česká Třebová	Kolín	245,284	344,491	P3	F1	H	H	C	1
541 00	Prachovice	Přelouč	21,556	1,800	P6	F4			R	5
542 00	Heřmanův Městec	Borohrádek	0,305	46,769	P6	F4			R	5
543 00	Chrudim	Chrudim město	0,622	1,114	P6	F4			R	5
544 00	Choceň	Litomyšl	0,969	23,984	P6	F4			R	5
545 00	Letohrad	Ústí nad Orlicí	0,286	13,320	P5	F3	G	G	C	3
546 00	Lichkov státní hranice	Letohrad	113,251	89,664	P5	F3	G	G	C	3
547 00	Letohrad	Týniště nad Orlicí	89,664	50,295	P5	F3	G	G	C	3
548 00	Častolovice	Solnice	0,717	15,613	P6	F4			R	5
549 00	Doudleby nad Orlicí	Rokytnice v Orlických horách	0,450	19,694	P6	F4			R	5
551 00	Hanušovice	Lichkov	70,659	94,245	P6	F4			R	5
552 00	Štíty	Dolní Lipka	16,636	0,211	P6	F4			R	5
553 00	Hanušovice-Morava	Staré Město pod Sněžníkem	1,892	11,443	P6	F4			R	5
560 00	Kolín	Nymburk hlavní nádraží	298,487	323,297	P3	F1	G	H	C	2
561 00	Babín odbočka	Nymburk hlavní nádraží	0,092 0,054	4,114		F1		H	C	2
562 00	Choceň	Velký Osek	0,949	0,346	P3	F1			C	3
563 00	Chlumec nad Cidlinou	Obora odbočka	0,722	0,046	P6	F4			R	5
564 00	Kolín-Hradišťko	Prům.zóna TPCA Kolín	0,043	1,438		F3			R	2
580 00	Pardubice hlavní nádraží	Hradec Králové hlavní nádraží	1,337	21,835	P3	F1			C	3
581 00	Opatovice nad Labem-Pohřebačka	Plačice odbočka	0,864	3,619		F2			C	3
582 00	Havlíčkův Brod	Pardubice-Rosice nad Labem	0,538	91,692	P5	F4			C	4
600 00	Hradec Králové hlavní nádraží	Jaroměř	23,144	40,361	P3	F3			C	3
601 00	Hněvčeves	Smiřice	0,033	10,946					R	5

1	2	3	4	5	6	7	8	9	10	11
620 00	Jaroměř	Trutnov hlavní nádraží	0,222	124,245	P5	F3			C	4
621 00	Trutnov hlavní nádraží	Chlumec nad Cidlinou	124,245	23,125	P5	F3			C	4
622 00	Martinice v Krkonoších	Rokytnice nad Jizerou	0,286	20,422	P6	F4			R	5
623 00	Kunčice nad Labem	Vrchlabí	0,411	4,701	P6	F4			R	5
624 00	Trutnov hlavní nádraží	Svoboda nad Úpou	0,527	10,258	P6	F4			R	PDV
625 00	Trutnov-Poříčí	Královec státní hranice	47,350	62,089	P6	F4			R	5
626 00	Královec	Žacléř	0,000	5,092		F4			R	5
627 00	Teplice nad Metují	Trutnov střed	31,689	0,188	P6	F4			R	5
628 00	Týniště nad Orlicí	Meziměstí státní hranice	24,454	92,774	P5	F3			C	4
629 00	Meziměstí	Otovice zastávka	1,643	14,739	P6	F4			R	5
631 00	Václavice	Starkoč	0,139	2,453	P5	F3			R	5
632 00	Dobruška	Opočno pod Orlickými horami	0,141	5,348	P6	F4			R	5
640 00	Veselí nad Lužnicí	Jihlava	0,533	92,804	P5	F3			C	4
641 00	Slavonice	Kostelec u Jihlavy	36,373	0,085	P6	F4			R	5
642 00	Střelice	Jihlava	0,314	198,301	P5	F3			C	4
643 00	Brno hlavní nádraží	Střelice	143,283	142,499	P5	F3			C	4
644 00	Znojmo státní hranice	Okříšky	87,660	169,019	P6	F4			C	5
645 00	Moravské Budějovice	Jemnice	0,313	20,941		F4			R	5
660 00	Jihlava	Havlíčkův Brod	198,301	222,989	P5	F3			C	4
661 00	Dobronín	Polná	0,326	5,933		F4			R	5
680 00	Havlíčkův Brod	Kolín	117,321	296,748	P5	F2	G	G	C	3
681 00	Kolín	Ledečko stavědlo 1	0,514	38,259	P6	F4			R	5
682 00	Kutná Hora hlavní nádraží	Zruč nad Sázavou	0,448	35,679	P6	F4			R	5
683 00	Čáslav	Třemošnice	0,890	17,101	P6	F4			R	5
684 00	Havlíčkův Brod	Humpolec	0,255	25,506	P6	F4			R	5
700 00	Brno-Židenice	Havlíčkův Brod	0,411	117,321	P5	F2	G	G	C	3
701 00	Tišnov	Žďár nad Sázavou	94,354	34,046	P6	F4			R	5
702 00	Studenec	Křižanov	0,144	33,305	P6	F4			R	5
702 90	Oslavice	V. Meziříčí st.n.	20,098	22,397		F4			R	5
720 00	Lanžhot státní hranice	Modřice	11,395	137,767	P3	F1	H	H	C	2
721 00	Modřice	Brno hlavní nádraží	137,767	143,765	P3		H		C	2

1	2	3	4	5	6	7	8	9	10	11
722 00	Brno-Horní Heršpice modřické zhl.	Brno-Maloměřice st.6	10,054	161,472		F1		H	C	2
723 00	Modřice	Brno-Horní Heršpice modřické zhl.	0,055	1,934		F1			C	2
724 00	Brno-Horní Heršpice Státní silnice	Brno Horní Heršpice výh. č. 651.	151,811	153,537		F3			C	4
725 00	Brno-Černovice odbočka	Brno-Černovice zhl. Táborská	2,230	1,733		F2		H	C	3
726 00	Hrušovany u Brna	Židlochovice	0,498	2,705	P6	F4			R	5
728 00	Hustopeče u Brna	Šakvice	6,832	0,146	P5	F4			R	5
729 00	Hodonín	Zaječí	36,873	0,459	P6	F4			R	5
732 00	Břeclav státní hranice	Břeclav	77,992	82,156	P3	F1	H	H	C	2
733 00	Břeclav	Znojmo	84,167	24,933	P5	F3			R	4
734 00	Boří les	Lednice	0,364	9,482					R	5
735 00	Hrušovany nad Jevišovkou-Šanov	Hevlín	92,326	85,585		F4			R	5
736 00	Střelice	Hrušovany nad Jevišovkou- Šanov	142,371	93,074	P6	F4			R	5
737 00	Moravské Bránice	Oslavany	0,379	9,485	P6	F4			R	5
740 00	Brno-Maloměřice st.6	Česká Třebová	161,685	245,284	P3	F1	H	H	C	2
741 00	Česká Třebová odj.sk.	Parník odbočka	246,625	249,032		F1		H	C	2
742 00	Třebovice v Čechách	Česká Třebová odj.sk.	7,142	0,838		F1		H	C	2
743 00	Česká Třebová vj.sk.	Parník odbočka	0,132	249,031		F1		H	C	2
744 00	Zádulka odbočka	Les odbočka	240,568	241,453		F1		H	C	2
745 00	Zádulka odbočka	Česká Třebová vj.sk.	240,513	1,055		F1		H	C	2
746 00	Třebovice v Čechách	Česká Třebová vj.sk.	0,017	246,625		F1		H	C	2
747 00	Svitavy	Žďárec u Skutče	0,442	52,286	P6	F4			R	5
748 00	Chornice	Skalice nad Svitavou	0,376	31,848	P6	F4			R	5
749 00	Brno hlavní nádraží	Brno-Maloměřice st.6	156,029	161,526	P3		H		C	2
751 00	Holubice	Brno hlavní nádraží	28,320	1,351	P5	F4			C	3
752 00	Přerov	Holubice	87,901	28,320	P3	F2	H	G	C	3
753 00	Holubice	Blažovice	2,468	0,735	P3	F2	H	G	C	3
754 00	Kojetín	Tovačov	0,364	10,934		F4			R	5
760 00	Prosenice	Česká Třebová	7,697 7,713	0,867	P3	F1	H	H	C	1
761 00	Chornice	Třebovice v Čechách	40,745	76,331	P6	F4			R	5
762 00	Kostelec na Hané	Chornice	6,952	40,745	P6	F4			R	5

1	2	3	4	5	6	7	8	9	10	11
763 00	Prostějov hlavní nádraží	Kostelec na Hané	0,336	6,952	P6	F4			R	5
764 00	Olomouc hlavní nádraží	Nezamyslice	100,855	62,545	P5	F3			C	4
765 00	Senice na Hané	Červenka	12,224	0,525	P6	F4			R	5
766 00	Kostelec na Hané	Senice na Hané	0,242	18,314	P6	F4			R	5
767 00	Litovel předměstí	Mladeč	0,237	5,862	P6	F4			R	5
768 00	Senice na Hané	Olomouc hlavní nádraží	18,314	0,021	P6	F4			R	5
769 00	Lanškroun	Rudoltice v Čechách	4,414	0,371	P6	F4			R	5
771 00	Zábřeh na Moravě	Šumperk	0,073	43,362	P5	F4			R	4
772 00	Bludov-Sudkov	Bludov-Chromeč	0,105	0,737	P5	F4			C	4
773 00	Hanušovice	Bludov	70,659	49,345	P5	F4			C	4
774 00	Mikulovice státní hranice	Hanušovice	51,500	0,380	P6	F4			C	5
775 00	Lipová Lázně	Javorník ve Slezsku	0,471	5,387	P6	F4			R	5
776 00	Velká Kraš	Vidnava	0,090	4,574		F4			R	5
777 00	Zlaté Hory	Mikulovice	8,822	0,089	P6	F4			R	5
778 00	Šumperk	Olomouc hlavní nádraží	43,362	102,062	P5	F4			R	4
780 00	Bohumín	Prosenice	276,998	190,320	P3	F1	H	H	C	1
781 00	Suchdol nad Odrou	Budišov nad Budišovkou	0,487	39,234	P6	F4			R	5
782 00	Suchdol nad Odrou	Fulnek	0,228	9,740	P6	F4			R	5
783 00	Suchdol nad Odrou	Nový Jičín město	0,000	8,368	P6	F4			R	5
784 00	Studénka	Bílovec	0,189	7,617	P6	F4			R	5
785 00	Studénka	Sedlnice	1,586	6,595	P5	F3			R	5
786 00	Sedlnice	Mošnov, Ostrava Airport	0,066 0,034	2,903	P5	F3			R	5
787 00	Sedlnice	Veřovice	6,595	26,197	P6	F4			R	5
791 00	Odra odbočka	Ostrava-Svinov	0,305	2,684	P5	F1	G	H	C	3
792 00	Ostrava hlavní nádraží	Vratimov	0,000	10,768	P5	F3	H	G	C	4
793 00	Bohumín-Vrbice státní hranice	Bohumín-Vrbice	4,275	0,000		F1		H	C	3
794 00	Bohumín státní hranice	Bohumín	279,628	276,492	P3	F1	H	H	C	3
795 00	Ostrava-Svinov	Opava východ	262,416	290,405	P5	F3			C	4
796 00	Hlučín	Opava východ	15,113	289,416	P6	F4			R	5
797 00	Chuchelná	Kravaře ve Slezsku	11,326	21,349	P6	F4			R	5
800 00	Přerov	Břeclav	180,958	85,673	P3	F1	G	H	C	2

1	2	3	4	5	6	7	8	9	10	11
801 00	Hodonín	Hodonín státní hranice	0,742	3,009		F4			C	5
802 00	Rohatec	Veselí nad Moravou	0,510	0,760	P6	F4			R	5
803 00	Velká nad Veličkou státní hranice	Veselí nad Moravou	44,633	66,902	P5	F4			R	5
804 00	Sudoměřice nad Moravou	Sudoměřice nad Moravou státní hranice	14,763	14,950		F4			R	5
805 00	Veselí nad Moravou	Blažovice	88,308	17,085	P5	F3			C	4
806 00	Blažovice	Brno-Černovice odbočka	17,085	2,615	P3	F2	H	G	C	3
807 00	Brno-Černovice odbočka	Brno hlavní nádraží	2,615	1,280	P3		H		C	3
808 00	Moravský Písek	Bzenec	1,164	78,128	P6	F4			R	4
811 00	Kunovice	Veselí nad Moravou	101,219 0,535	88,075	P5	F4			R	4
812 00	Vlárský průsmyk státní hranice	Staré Město u Uherského Hradiště	163,500	6,091	P6	F4			R	4
813 00	Luhačovice	Újezdec u Luhačovic	9,757	0,094	P6	F4			R	5
814 00	Zlín střed	Otrokovice	10,463	0,158	P5	F2			C	5
815 00	Vizovice	Zlín střed	24,861	10,463	P6	F4			R	5
816 00	Přerov	Dluhonice výhybna	184,261	186,021	P3	F1	H	H	C	1
817 00	Prosenice	Přerov	190,320	180,958	P3	F1	H	H	C	1
820 00	Horní Lideč státní hranice	Hranice na Moravě	21,110	0,000	P5	F1	G	H	C	3
821 00	Valašské Meziříčí	Kojetín	60,530	0,447	P6	F4			R	4
822 00	Zborovice	Kroměříž	16,972	0,459	P6	F4			R	5
823 00	Vratimov	Valašské Meziříčí	10,768	61,600	P5	F4			R	4
824 00	Rožnov pod Radhoštěm	Valašské Meziříčí	13,249	0,181	P6	F4			R	5
825 00	Frýdlant nad Ostravicí	Ostravice	0,445	6,379	P6	F4			R	5
826 00	Vsetín-Bečva	Velké Karlovice	2,877	27,453	P6	F4			R	5
827 00	Bylnice	Horní Lideč	0,541	18,642	P6	F4			R	5
840 00	Opava východ	Olomouc hlavní nádraží	115,507	0,440	P5	F3			C	4
841 00	Valšov	Rýmařov	0,300	14,374	P6	F4			R	5
842 00	Bruntál	Malá Morávka	0,161	17,266		F4			R	5
843 00	Milotice nad Opavou	Vrbno pod Pradědem	0,508	20,599	P6	F4			R	PKP
844 00	Krnov	Jindřichov ve Slezsku státní hranice	87,799	25,694	P5	F4			C	5
845 00	Osoblaha	Třemešná ve Slezsku	20,344	14,975					R	5
846 00	Opava východ	Hradec nad Moravicí	0,790	8,236	P6	F4			R	5

1	2	3	4	5	6	7	8	9	10	11
847 00	Moravice odbočka	Svobodné Heřmanice	2,726	25,300		F4			R	5
860 00	Dětmarovice	Bohumín	285,239	276,998	P3	F1	H	H	C	2
861 00	Petrovice u Karviné státní hranice	Dětmarovice	292,602	285,122	P3	F1	H	H	C	2
862 00	Karviná město	Petrovice u Karviné	5,280	0,480		F4			R	5
880 00	Chotěbuz	Dětmarovice	323,632	339,611	P3	F2	G	G	C	2
881 00	Koukolná odbočka	Závada odbočka	0.087	1,206		F2		G	C	2
882 00	Český Těšín	Ostrava-Kunčice	0,757 4,432	28,355	P5	F1	H	G	C	3
883 00	Ostrava-Kunčice	Polanka nad Odrou výhybna	31,074	38,987	P5	F1	G	H	C	3
884 00	Mosty u Jablunkova státní hranice	Chotěbuz	286,534	323,632	P3	F2	H	G	C	2
885 00	Český Těšín	Frýdek-Místek	136,756	111,796	P6	F4			R	5
886 00	Český Těšín státní hranice	Český Těšín	139,112	138,798		F1			C	4

Table C

Categories of railway stations and stops according to passenger access routes

- **Category 11** – stations with access to all platforms throught overpass or underpass.
- **Category 12** – stations with access only to certain platforms throught overpass or underpass. Some platforms are accessible via rails.
- **Category 13** – stations without overpass or underpass. Access to all platforms (except the platform next to the station building) by crossing track.
- **Category 14** – stop with access to all platforms throught overpass or underpass
- **Category 15** – stop on the single track line with only one platform or stop on the double or more track line without overpass or underpass (access by crossing track or underpass in the stop neighborhood).

• Categories of railway stations and stops according to passenger access routes í

No. by SR 70	Name of station or stop	Category
330159	Adamov	13
330258	Adamov zastávka	14
573501	Adršpach	15
330142	Albrechtice u Českého Těšína	11
343046	Amalín	15
349175	Anenská Studánka	15
550426	Antonínov	15
730051	Aš	13
730150	Aš město	13
730259	Aš předměstí	15
330357	Babice nad Svitavou	15
350322	Babice u Šternberka	15
747956	Babylon	15
563262	Bahno	15
543611	Bakov nad Jizerou	13
543710	Bakov nad Jizerou město	15
755025	Balkova Lhota	13
348227	Bartoňov	15
563205	Bartoušov	15
563601	Bartoušov zastávka	15
330241	Baška	13
758201	Batelov	13
737924	Bavorov	15
745059	Bečov nad Teplou	13
545590	Bečov u Mostu	13
564567	Bečváry	13
330456	Bedihošť	13
757328	Bednárec	15
757427	Bednáreček	15
559518	Bechov	15
754820	Bechyně	13
754721	Bechyně zastávka	15
754424	Bechyňská Smoleč	15
755751	Bělá nad Radbuzou	13
755850	Bělá nad Radbuzou zastávka	15
568980	Bělá pod Bezdězem	13
569087	Bělá pod Bezdězem město	15
569186	Bělá pod Bezdězem zastávka	15
566307	Bělá u Staré Paky	15
566604	Bělá u Staré Paky zastávka	15
731620	Bělčice	13
767541	Běleč	15

No. by SR 70	Name of station or stop	Category
345546	Bělotín	14
553198	Bělušice	15
562090	Benešov nad Ploučnicí	14
551069	Benešov u Prahy	11
338723	Bernartice u Javorníka	15
573006	Bernartice u Trutnova	15
730747	Beroun	11
760843	Beroun-Závodí	13
564013	Běrunice	15
736959	Běšiny	13
731828	Bezdědovice	15
737551	Bezděkov u Klatov	15
741454	Bezděkov u Radnic	15
568899	Bezděz	13
755157	Bezdružice	15
344853	Bezměrov	15
538538	Bezpráví	15
754622	Bežerovice	15
567305	Bílá Třemešná	13
535401	Bílá Voda	15
549337	Bílek	15
548198	Bílina	11
548297	Bílina kyselka	15
547992	Bílina-Chudeřice	15
330647	Bílovec	13
330852	Bílovice nad Svitavou	15
575621	Bílý Kostel nad Nisou	15
548529	Bílý Potok pod Smrkem	15
342071	Biskupice u Jevíčka	15
347658	Biskupice u Luhačovic	15
348052	Bítovčice	15
754358	Blahousty	15
738021	Blanice	15
330951	Blansko	12
331157	Blansko město	15
330126	Blatec	13
747220	Blatná	13
371252	Blatnice pod Svatým Antonínkem	15
746156	Blatnice u Nýřan	15
751867	Blatno u Jesenice	13
331256	Blažovice	13
531707	Blešno	15
747659	Blížejov	13
570895	Blíževedly	13
338152	Blížkovice	15
739557	Blovice	13
330423	Bludov	13
330621	Bludov lázně	15
336347	Bocanovice (Boconowice)	15
758250	Boč	15
537605	Bohdašín	15
330720	Bohdíkov	13
544296	Bohosudov zastávka	15
533109	Bohousová	15
751123	Bohumilice v Čechách	13
751024	Bohumilice v Čechách zastávka	15
341248	Bohumín	11
740423	Bohunice	15
330928	Bohuňovice	13
539106	Bohuslavice nad Metují	12
539403	Bohuslavice nad Metují zastávka	15
570804	Bohuslavice nad Úpou	15
331454	Bohuslavice nad Vláří	13
331751	Bohuslavice u Kyjova	15
341669	Bohušice	15
343145	Bohušov	15
559096	Bohušovice nad Ohří	12
358457	Bohutice	15
330522	Bohutín	15
757757	Bochov	13
556167	Bojanovice	15
331850	Bojkovice	13
330050	Bojkovice město	15
556068	Bojov	15
336040	Bolatice	15
540302	Bolehošť	13
560094	Boletice nad Labem	13
553966	Bolina	15
765750	Bor	13
767558	Bor zastávka	15
364059	Borač	15

No. by SR 70	Name of station or stop	Category
553503	Borek pod Troskami	15
756155	Borek u Tachova	15
733758	Borek u Žlutic	15
540500	Borohrádek	13
550731	Borová u Poličky	13
550038	Borová u Poličky zastávka	15
741629	Borovany	13
567008	Borovnice	15
567206	Borovnička	15
753756	Borovy	15
760926	Boršov nad Vltavou	13
367755	Bořetice	15
332155	Boří les	13
556233	Bořice	15
551994	Bořislav	15
332056	Boskovice	13
565465	Bošice	13
565663	Bošice zastávka	15
755322	Božejovice	13
332254	Božice u Znojma	13
740753	Božičany	15
546465	Brandýs nad Labem	13
546663	Brandýs nad Labem zastávka	15
546507	Brandýs nad Labem-Zápská	15
538439	Brandýs nad Orlicí	13
545467	Brandýsek	13
755728	Branice	13
335844	Branka u Opavy	15
352757	Brankovice	14
332361	Branky na Moravě	13
331124	Branná	13
332551	Bransouze	13
331223	Brantice	13
768945	Bratkovice	15
571992	Brniště	13
380154	Brno dolní nádraží	13
332957	Brno hlavní nádraží	11
333856	Brno-Černovice	15
333054	Brno-Horní Heršpice	13
340752	Brno-Chrlice	13
333153	Brno-Královo Pole	11
333351	Brno-Lesná	15
333559	Brno-Maloměřice	13
333252	Brno-Řečkovice	14
333658	Brno-Slatina	13
349761	Brno-Starý Lískovec	15
351726	Brňov	14
333955	Brno-Židenice	14
749358	Brod nad Tichou	13
331421	Brodek u Přerova	12
536102	Broumov	13
536508	Broumov-Olivětín	15
547190	Brozánky	15
564690	Brtníky	15
334052	Brumov	13
334359	Brumov střed	15
342857	Brumovice	15
331629	Bruntál	13
748459	Břasy	15
334250	Břeclav	11
339952	Břest	15
754853	Břetislav	15
542431	Břevnice	15
348656	Březí	15
543413	Březina nad Jizerou	15
562199	Březiny u Děčína	15
769349	Březnice	13
537191	Březno u Chomutova	13
559419	Březno u Mladé Boleslavi	15
549592	Březno u Postoloprt	13
334375	Březová nad Svitavou	13
334474	Březová nad Svitavou-Dlouhá	15
537506	Březová u Broumova	15
334854	Břežany	15
542076	Břežany nad Ohří	15
332320	Břidličná	15
352328	Břidličná lesy	15
332429	Břidličná zastávka	15
541177	Bříza obec	15
545699	Břvany	13
335059	Bučovice	13

No. by SR 70	Name of station or stop	Category
544114	Buda	15
561860	Budčice	15
330845	Budišov nad Budišovkou	13
367250	Budišov u Třebíče	13
351155	Budkovice	15
541979	Budyně nad Ohří	15
752527	Bujanov	15
560318	Bukovno	15
555102	Butoves	13
563361	Bykáň	15
556035	Bylany	15
335356	Bylnice	13
352922	Bystrovany	15
551192	Bystřany v Čechách	15
331041	Bystřice (Bystrzyca)	11
335554	Bystřice nad Pernštejnem	13
335851	Bystřice pod Hostýnem	13
551168	Bystřice u Benešova	13
338525	Bystřička	14
545517	Byšice	13
336156	Bzenec	13
361758	Bzenec přívoz	13
334755	Bzenec-Olšovec	15
754655	Cebiv	15
556209	Cerekvice nad Bystřicí	15
552539	Cerekvice nad Loučnou	13
552638	Cerekvice nad Loučnou zastávka	15

No. by SR 70	Name of station or stop	Category
531665	Cerhenice	15
731448	Cerhovice	14
362954	Cetkovice	15
558403	Cidlina	15
745554	Cihelny	15
540344	Církvice	15
759050	Citice	13
536870	Cítoliby	15
369652	Citonice	15
543363	Cítov	15
542373	Ctiněves	15
550335	Čachnov	13
562314	Čachovice	13
540443	Čáslav	13
580001	Čáslav místní nádraží	13
532002	Častolovice	13
532200	Častolovice zastávka	15
364158	Čebín	14
336354	Čejč	13
734327	Čejetice	13
752667	Čejkovice	15
333641	Čeladná	15
547760	Čelákovice	12
547562	Čelákovice zastávka	15
547752	Čelákovice-Jiřina	14
330555	Čelčice	15
332924	Čelechovice na Hané	13

No. by SR 70	Name of station or stop	Category
754127	Čenkov u Malšic	15
569004	Čeperka	14
550467	Čerčany	11
540708	Čermná nad Orlicí	13
350140	Čermná ve Slezsku	15
759225	Černá v Pošumaví	13
539205	Černčice	15
562967	Černíny	15
532663	Černošice	14
532465	Černošice-Mokropsy	14
337428	Černotín	15
547521	Černousy	15
534990	Černovice u Chomutova	15
534404	Černovír	15
568105	Černožice	15
537969	Černuc	15
760827	Černý Dub	15
739326	Černý Kříž	13
747824	Čertova Stěna	15
756023	Červená nad Vltavou	13
535203	Červená Voda	13
535252	Červená Voda-Pod rozhlednou	15
565168	Červené Pečky	15
753855	Červené Poříčí	15
333120	Červenka	12
343251	Červenka zastávka	15
574509	Červený Kostelec	13

No. by SR 70	Name of station or stop	Category
534800	Červený Potok	13
552463	Červený Újezd u Votic	15
346650	Česká	15
562991	Česká Kamenice	13
748053	Česká Kubice	13
568097	Česká Lípa hlavní nádraží	11
568295	Česká Lípa střelnice	15
561993	Česká Lípa-Holý vrch	15
537803	Česká Metuje	15
575001	Česká Skalice	13
539130	Česká Třebová	11
345728	Česká Ves	15
345926	Česká Ves bazén	15
732826	České Budějovice	11
753624	České Budějovice jižní zastávka	15
734525	České Budějovice severní zastávka	14
539098	České Hamry	15
736322	České Velenice	11
530667	Český Brod	11
760025	Český Krumlov	13
560466	Český Šternberk	13
560565	Český Šternberk zastávka	15
332346	Český Těšín	11
532101	Čestice	15
733527	Číčenice	13
332858	Číchov	15
730424	Čimelice	13

No. by SR 70	Name of station or stop	Category
563916	Činěves	15
555961	Čisovice	13
762245	Čistá	15
554295	Čížkovice	13
561167	Čížov	15
730820	Čížová	13
750927	Čkyně	13
554162	Čtyřkoly	15
357855	Čunín	15
748822	Dačice	13
748723	Dačice město	15
734459	Dalovice	13
759258	Dasnice	13
556969	Davle	13
757021	Děbolín	15
556597	Děčín hlavní nádraží	11
556894	Děčín východ	13
586891	Děčín východ dolní nádraží	13
557090	Děčín zastávka	15
543199	Děčín-Bynov	15
556191	Děčín-Čertova Voda	14
543298	Děčín-Oldřichov	15
556092	Děčín-Prostřední Žleb	13
556290	Děčín-Přípeř	15
560193	Děčín-Staré Město	15
350157	Dědice	15
537902	Dědov	15

No. by SR 70	Name of station or stop	Category
754051	Dehtín	15
332643	Děhylov	13
537597	Denětice	15
549725	Desná	15
549741	Desná-Pustinská	15
549733	Desná-Riedlova Vila	15
769653	Dešenice	15
533679	Deštnice	15
557108	Dětenice	15
332742	Dětmarovice	11
333229	Dětřichov nad Bystřicí	13
349043	Dívčí Hrad	15
733329	Dívčice	13
331553	Divnice	15
554097	Dlažkovice	15
559617	Dlouhá Lhota	15
539239	Dlouhá Třebová	11
556704	Dlouhé Dvory	15
380428	Dluhonice výhybna	15
557397	Dobkovice	14
552299	Dobkovičky	15
739227	Dobrá na Šumavě	15
332841	Dobrá u Frýdku-Místku	13
730143	Dobrá Voda u Březnice	15
555904	Dobrá Voda u Hořic	15
742221	Dobrá Voda u Pelhřimova	13
332940	Dobratice pod Prašivou	15

No. by SR 70	Name of station or stop	Category
354357	Dobré Pole	15
545897	Dobroměřice	15
743328	Dobronice u Chýnova	15
336552	Dobronín	13
336651	Dobronín zastávka	15
338657	Dobrotice	15
561910	Dobrovice	13
540567	Dobrovíz	15
540617	Dobrovíz-Amazon	15
540104	Dobruška	15
540203	Dobruška-Pulice	15
753251	Dobřany	13
769356	Dobřany zastávka	15
530808	Dobřenice	13
532978	Dobříčany	15
553164	Dobříčkov	15
532267	Dobřichovice	12
738153	Dobříkov na Šumavě	15
537134	Dobříkov u Chocně	14
542670	Dobříň	14
556464	Dobříš	13
530113	Dobšice nad Cidlinou	13
556506	Dohalice	15
568592	Doksy	13
565622	Dolánky	15
544460	Dolany nad Vltavou	15
549295	Dolejší Hůrky	15
348854	Dolenice	15
542738	Dolík	15
333047	Dolní Benešov	13
337949	Dolní Benešov-Zábřeh	15
543066	Dolní Beřkovice	12
748426	Dolní Bolíkov	15
559112	Dolní Bousov	13
541730	Dolní Březinka	15
555565	Dolní Břežany-Jarov	15
758300	Dolní Cerekev	15
533604	Dolní Dobrouč	15
562892	Dolní Habartice	15
747451	Dolní Kamenice	15
564799	Dolní Křečany	15
331058	Dolní Lhota	15
533901	Dolní Libchavy	15
534602	Dolní Lipka	13
364257	Dolní Loučky	15
767350	Dolní Luby	15
341347	Dolní Lutyně	14
535104	Dolní Orlice	15
730622	Dolní Ostrovec	15
566992	Dolní Podluží	13
549626	Dolní Polubný	15
761429	Dolní Poříčí	15
565291	Dolní Poustevna	15
332759	Dolní Smrčné	15
740951	Dolní Stupno	15
558296	Dolní Zálezly	14
749853	Dolní Žandov	11
340745	Dolní Životice	15
556399	Dolní Žleb	11
556498	Dolní Žleb zastávka	14
330654	Doloplazy	15
756353	Doly	15
732628	Domanice	15
553461	Domašín	15
334227	Domašov nad Bystřicí	13
735159	Domažlice	13
735258	Domažlice město	15
538298	Domina	15
770123	Domoradice	15
559211	Domousnice	15
550194	Domoušice	13
756726	Doňov	13
745752	Doubí u Karlových Varů	15
735928	Doubí u Tábora	15
543124	Doubí u Turnova	15
359950	Doubravice nad Svitavou	15
352252	Doubravník	15
532606	Doudleby nad Orlicí	13
334524	Drahanovice	13
564666	Drahobudice	15
334722	Drahotuše	12

No. by SR 70	Name of station or stop	Category
537183	Droužkovice	11
545566	Dřetovice	15
530246	Dřísy	13
554592	Dubany	15
756056	Dubec	15
542092	Dubí	13
570697	Dubičná	15
737759	Dubová Lhota	15
533398	Duchcov	14
758508	Dvorce	15
736520	Dvory nad Lužnicí	15
538330	Dvořisko	15
567404	Dvůr Králové nad Labem	13
338350	Dyje	15
563817	Dymokury	15
745315	Dynín zastávka	15
742338	Dýšina	15
732354	Dýšina-Horomyslice	15
337154	Dzbel	13
552935	Džbánov	15
732255	Ejpovice	14
547620	Filipovka	15
737429	Frahelž	15
562397	Františkov nad Ploučnicí	13
740050	Františkovy Lázně	13
740100	Františkovy Lázně-Aquaforum	15
333344	Frenštát pod Radhoštěm	13
333245	Frenštát pod Radhoštěm město	15
333443	Frýdek-Místek	11
333542	Frýdlant nad Ostravicí	11
333849	Frýdlant nad Ostravicí zastávka	15
333740	Frýdlant nad Ostravicí-Nová Dědina	15
546523	Frýdlant v Čechách	13
546622	Frýdlant v Čechách předměstí	15
334045	Fulnek	11
540831	Golčův Jeníkov	13
540930	Golčův Jeníkov město	14
338053	Grešlové Mýto	13
334821	Grygov	12
541292	Háj u Duchcova	15
334243	Háj ve Slezsku	13
758656	Hájek	13
546028	Hajniště	15
334920	Halenkov	13
334128	Halenkov zastávka	15
370353	Hamry nad Sázavou	15
769851	Hamry-Hojsova Stráž	13
335422	Hanušovice	13
347724	Hanušovice Holba	15
335828	Hanušovice zastávka	15
549220	Harrachov	15
564468	Hatě	15
334540	Havířov	11
334615	Havířov střed	14
334748	Havířov-Suchá	14
542134	Havlíčkův Brod	12
542035	Havlíčkův Brod-Perknov	15
735357	Havlovice	15
568311	Havranec	15
365957	Havřice	15
735951	Hazlov	13
548321	Hejnice	15
558437	Herálec	15
747527	Herbertov	15
535609	Heroltice	15
731224	Heřmaň	15
734020	Heřmaň obec	15
552166	Heřmaničky	13
341743	Heřmánky	14
746453	Heřmanova Huť	15
557132	Heřmanův Městec	13
339358	Hevlín	15
334946	Hladké Životice	14
348144	Hladké Životice místní nádraží	15
759159	Hlavno	14
561613	Hleďsebe	15
335950	Hlinsko pod Hostýnem	15
548537	Hlinsko v Čechách	13
548834	Hlinsko-Kouty	15
540245	Hlízov	15
335927	Hlubočky	13

No. by SR 70	Name of station or stop	Category
336123	Hlubočky zastávka	15
336024	Hlubočky-Mariánské Údolí	13
733022	Hluboká nad Vltavou	13
734822	Hluboká nad Vltavou-Zámostí	13
741520	Hluboká u Borovan	15
534040	Hluboký Důl	15
335042	Hlučín	13
331025	Hlušovice	15
533703	Hnátnice	15
556407	Hněvčeves	12
542878	Hněvice	12
553297	Hnojnice	15
335141	Hnojník	13
749606	Hodice	15
562868	Hodkov	15
562264	Hodkov zastávka	15
542720	Hodkovice nad Mohelkou	13
573600	Hodkovice u Trutnova	15
759423	Hodňov	15
338251	Hodonice	13
338459	Hodonín	12
371955	Hodonín zastávka	15
769950	Hojsova Stráž-Brčálník	15
346742	Holasovice	15
740928	Holečkov	15
533273	Holedeček	15
338558	Holešov	13

No. by SR 70	Name of station or stop	Category
537399	Holetice	15
548735	Holetín	15
555136	Holice	13
555235	Holice zastávka	15
753129	Holkov	13
765552	Holostřevy	15
731851	Holoubkov	12
760520	Holubov	15
747352	Holýšov	13
736058	Horažďovice	13
738658	Horažďovice předměstí	12
336420	Horka nad Moravou	13
561563	Horka nad Sázavou	15
547133	Horka u Chrudimi	15
566901	Horka u Staré Paky	13
540542	Horky u Čáslavi	15
753723	Horky u Tábora	15
573709	Horní Adršpach	15
542274	Horní Beřkovice	15
742858	Horní Blatná	13
569509	Horní Branná	15
750851	Horní Bříza	13
750752	Horní Bříza zastávka	15
758029	Horní Cerekev	13
752220	Horní Dvořiště	13
541797	Horní Háj	15
338822	Horní Heřmanice	15

No. by SR 70	Name of station or stop	Category
751255	Horní Hradiště	15
563098	Horní Kamenice	15
562256	Horní Ledeč	15
336529	Horní Lideč	13
337022	Horní Lipová	13
346726	Horní Moštěnice	14
731026	Horní Nerestce	15
565002	Horní Nová Ves	15
759126	Horní Planá	13
758623	Horní Planá zastávka	15
543165	Horní Počaply	14
567297	Horní Podluží	15
562496	Horní Police	13
565390	Horní Poustevna	15
343244	Horní Povelice	15
545822	Horní Řasnice	15
570499	Horní Řepčice	15
743351	Horní Slavkov	15
743252	Horní Slavkov - Kounice	15
743450	Horní Slavkov zastávka	15
334847	Horní Suchá	14
571703	Horní Sytová	15
335349	Horní Tošanovice	15
757922	Horní Ves	15
757724	Horní Vilímeč	15
751727	Horní Vltavice	15
766253	Horšovský Týn	13

No. by SR 70	Name of station or stop	Category
735324	Horusice	15
545640	Hořátev	15
550582	Hořesedly	15
537498	Hořetice	13
759720	Hořice na Šumavě	13
555805	Hořice v Podkrkonoší	13
568501	Hořiněves	15
731349	Hořovice	11
734723	Hosín	15
336222	Hostašovice	13
345553	Hostěrádky-Rešov	15
360859	Hostětín	15
569707	Hostinné	13
569715	Hostinné město	15
536565	Hostivice	13
536664	Hostivice-Litovice	15
536763	Hostivice-Sadová	15
536862	Hostivice-U hřbitova	15
548099	Hostomice nad Bílinou	15
768242	Hostomice pod Brdy	13
755454	Hostouň	15
540765	Hostouň u Prahy	15
744755	Hoštěc	15
539833	Hoštejn	11
750422	Hoštice u Volyně	15
341552	Hoštice-Heroltice	15
530790	Hoštka	13

No. by SR 70	Name of station or stop	Category
354522	Hovězí	15
547364	Hovorčovice	15
571901	Hrabačov	15
339457	Hrabětice	15
339929	Hrabišín	15
760736	Hradce	15
364356	Hradčany	15
338954	Hradčovice	13
531202	Hradec Králové hlavní nádraží	11
531509	Hradec Králové zastávka	15
531301	Hradec Králové-Kukleny	15
531400	Hradec Králové-Slezské Předměstí	13
335745	Hradec nad Moravicí	15
334573	Hradec nad Svitavou	15
535591	Hradec u Kadaně	15
747253	Hradec u Stoda	15
345827	Hradec-Nová Ves	15
331140	Hrádek (Gródek)	14
575225	Hrádek nad Nisou	11
763052	Hrádek u Rokycan	15
736454	Hrádek u Sušice	13
746925	Hradiště u Blatné	15
551697	Hradiště v Čechách	15
351825	Hrachovec	15
337220	Hranice na Moravě	11
337329	Hranice na Moravě město	13
730655	Hranice v Čechách	13

No. by SR 70	Name of station or stop	Category
734624	Hrdějovice	15
736629	Hrdlořezy	15
559195	Hrdly	14
558700	Hrdoňovice	15
541896	Hrob	13
559492	Hrobce	12
556134	Hrochův Týnec	13
538207	Hronov	13
538306	Hronov zastávka	15
734855	Hroznětín	13
734954	Hroznětín zastávka	15
553404	Hrubá Skála	13
337527	Hrubá Voda	13
337626	Hrubá Voda zastávka	15
334326	Hrubá Voda-Smilov	15
339051	Hrušky	13
339150	Hrušky zastávka	15
552737	Hrušová	15
339259	Hrušovany nad Jevišovkou-Šanov	13
339556	Hrušovany u Brna	12
764951	Hřebeny	15
742023	Hříběcí	15
549691	Hřivice	13
731414	Hudčice	15
339853	Hulín	11
558130	Humpolec	13
738229	Husinec	15

No. by SR 70	Name of station or stop	Category
335026	Huslenky	15
335125	Huslenky zastávka	15
338129	Hustopeče nad Bečvou	13
340158	Hustopeče u Brna	13
340257	Huštěnovice	12
559260	Hvězdonice	13
354555	Hvězdoňovice	15
537308	Hynčice	15
760744	Hýskov	13
532697	Chabařovice	14
561266	Chabeřice	15
541672	Charvatce	15
356956	Charvátská Nová Ves	15
750356	Cheb	11
750364	Cheb-Skalka	15
750257	Cheb-Všeboř	15
759647	Chlum u Rakovníka	15
753350	Chlumčany u Dobřan	13
536771	Chlumčany u Loun	13
530501	Chlumec nad Cidlinou	13
753228	Chlumec u Českých Budějovic	15
543991	Chlumec u Chabařovic	13
545962	Chlumín	15
564369	Chmeliště	15
538132	Choceň	11
559369	Chocerady	15
740555	Chodov	11
749556	Chodová Planá	11
738252	Chodská Lhota	15
341024	Cholina	15
557439	Choltice	13
534891	Chomutov	13
535096	Chomutov město	14
557496	Choratice	14
340372	Chornice	13
549238	Chotěboř	11
536094	Chotěbudice	15
332445	Chotěbuz (Kocobędz)	14
533596	Chotějovice	15
554691	Chotěšov pod Hazmburkem	13
747055	Chotěšov u Stoda	15
544817	Chotětov	13
569905	Chotěvice	15
552190	Chotiměř	13
564963	Chotouchov	15
530402	Choťovice	13
552760	Chotoviny	12
531467	Chotutice	15
734921	Chotýčany	13
575423	Chotyně	15
557967	Chrást nad Sázavou	15
546937	Chrast u Chrudimi	13
732453	Chrást u Plzně	13
732552	Chrást u Plzně obec	15
741058	Chrást u Plzně zastávka	15
575522	Chrastava	11
575720	Chrastava-Andělská Hora	15
335521	Chrastice	15
550681	Chrášťany	13
534263	Chrášťany zastávka	15
738625	Chroboly	15
341057	Chropyně	13
566265	Chroustov	15
546531	Chrudim	13
555532	Chrudim město	13
546739	Chrudim zastávka	15
562058	Chřenovice	15
562157	Chřenovice-Podhradí	15
567495	Chřibská	13
341123	Chudobín	15
335943	Chuchelná	13
573303	Chvaleč	15
740126	Chvalešovice	15
535039	Chvaletice	14
352955	Chvalkovice na Hané	15
544064	Chvatěruby	13
548768	Chýně	15
548867	Chýně jih	15
743229	Chýnov	13
733352	Chyše	13
341255	Ivančice	13

No. by SR 70	Name of station or stop	Category
349951	Ivančice letovisko	15
341354	Ivančice město	15
341453	Ivanovice na Hané	13
571208	Jablonec nad Jizerou	13
571307	Jablonec nad Jizerou-Hradsko	15
550921	Jablonec nad Nisou	13
550020	Jablonec nad Nisou centrum	15
551127	Jablonec nad Nisou dolní nádraží	15
551028	Jablonec nad Nisou zastávka	15
550822	Jablonecké Paseky	15
534008	Jablonné nad Orlicí	13
572099	Jablonné v Podještědí	13
338426	Jablůnka	13
350553	Jackov	15
335547	Jakartovice	15
341842	Jakubčovice nad Odrou	15
348425	Jamartice	15
534107	Jamné nad Orlicí	15
334656	Jankovice	15
354621	Janová	15
737650	Janovice nad Úhlavou	13
573402	Janovice u Trutnova	15
344952	Jarohněvice	15
567701	Jaroměř	13
567800	Jaroměř zastávka	15
341651	Jaroměřice nad Rokytnou	13
757229	Jarošov nad Nežárkou	13
371757	Javorník nad Veličkou zastávka	15
338624	Javorník ve Slezsku	13
567594	Jedlová	13
341859	Jemnice	13
536367	Jeneč	13
540666	Jeneč zastávka	15
543181	Jeníkov-Oldřichov	13
557033	Jeníkovice	15
556100	Jeřice	15
542522	Jeřmanice	13
337253	Jesenec	15
761643	Jesenice	13
338921	Jeseník	13
348243	Jeseník nad Odrou	14
552802	Jesenný	13
352559	Jestřabice	15
568394	Jestřebí	13
552364	Ješetice	13
738856	Jetenovice	15
755926	Jetětice	15
341974	Jevíčko	15
354258	Jevišovka	15
749903	Jezdovice	15
554204	Jičín	13
554303	Jičín zastávka	15
563304	Jičíněves	15
342154	Jihlava	13
342253	Jihlava město	13
341958	Jihlava-Bosch Diesel	15
342055	Jihlava-Staré Hory	15
757807	Jihlávka	13
562918	Jíkev	15
571604	Jilemnice	13
334342	Jilešovice	15
543090	Jílové u Děčína	13
557363	Jílové u Prahy	13
741421	Jílovice	13
549790	Jimlín	15
768846	Jince	13
339028	Jindřichov na Moravě	13
336446	Jindřichov ve Slezsku	13
545723	Jindřichovice pod Smrkem	15
545921	Jindřichovice pod Smrkem-Skanzen	15
743625	Jindřichův Hradec	13
549063	Jinočany	15
554006	Jinolice	15
540096	Jirkov	15
540195	Jirkov zastávka	14
550525	Jiřetín pod Bukovou	15
567396	Jiřetín pod Jedlovou	15
546267	Jiřice	15
564393	Jiříkov	13
564492	Jiříkov-Filipov	15
336545	Jistebník	12

No. by SR 70	Name of station or stop	Category
553800	Jivany	15
334425	Jívová	15
550327	Josefův Důl	15
560664	Kácov	13
560961	Kácov zastávka	15
535369	Kačice	15
537993	Kadaň	13
535690	Kadaň předměstí	15
535492	Kadaň-Prunéřov	11
536797	Kadaňský Rohozec	15
759928	Kájov	13
572404	Kalná Voda	15
543595	Kamenec	15
558338	Kamenice u Humpolce	15
336859	Kamenná	14
532242	Kamenné Zboží	15
535260	Kamenné Žehrovice	13
538561	Kamenný Most u Kralup nad Vltavou	15
557561	Kamenný Přívoz	15
753327	Kamenný Újezd u Českých Budějovic	13
753426	Kamenný Újezd u Českých Budějovic zastávka	15
746057	Kamenný Újezd u Nýřan	15
762856	Kamenný Újezd u Rokycan	15
561118	Kanina	15
333021	Kaple	15
752725	Kaplice	13
530709	Káranice	13

No. by SR 70	Name of station or stop	Category
756825	Kardašova Řečice	13
551721	Karlov pod Ještědem	13
353722	Karlovice	15
553305	Karlovice-Sedmihorky	15
758755	Karlovy Vary	11
745851	Karlovy Vary dolní nádraží	13
745711	Karlovy Vary Aréna	15
745653	Karlovy Vary-Březová	13
758854	Karlovy Vary-Dvory	15
531863	Karlštejn	12
353227	Karolinka	15
352724	Karolinka zastávka	15
336743	Karviná hlavní nádraží	11
336842	Karviná-Darkov	15
731604	Kařez	14
731653	Kařízek	11
746834	Kasejovice	15
746339	Kasejovice zastávka	15
752469	Kaštice	13
761320	Katovice	13
560516	Katusice	15
751057	Kaznějov	13
738351	Kdyně	13
745455	Kfely	15
732156	Klabava	14
535161	Kladno	13
535567	Kladno město	15

No. by SR 70	Name of station or stop	Category
535666	Kladno-Dubí	13
536169	Kladno-Ostrovec	13
535468	Kladno-Rozdělov	15
536060	Kladno-Švermov	15
535765	Kladno-Vrapice	15
535195	Klášterec nad Ohří	13
569608	Klášterská Lhota	15
737452	Klatovy	11
737353	Klatovy město	15
735654	Klenčí pod Čerchovem	15
541474	Kleneč	15
557637	Klešice	15
555862	Klínec	15
537266	Klobuky v Čechách	13
350249	Klokočov	15
531061	Klučov	15
537860	Kmetiněves	13
534164	Kněževes	15
752568	Kněžice	13
544213	Kněžmost	15
558502	Kněžnice	15
363051	Knínice u Boskovic	15
343343	Koberno	15
337824	Kobylá nad Vidnavkou	15
342758	Kobylí na Moravě	13
363358	Kojatín	15
342956	Kojetice na Moravě	13

No. by SR 70	Name of station or stop	Category
547166	Kojetice u Prahy	15
343061	Kojetín	13
534933	Kojice	15
545111	Kojovice	15
754952	Kokašice	15
539767	Koleč	15
533968	Kolešovice	15
534149	Kolín	11
534842	Kolín dílny	15
534446	Kolín místní nádraží	15
534248	Kolín zastávka	15
736652	Kolinec	13
534347	Kolín-Zálabí	15
559716	Kolomuty	15
330829	Komňátka	15
550095	Konětopy	15
337352	Konice	13
755058	Konstantinovy Lázně	15
563007	Kopidlno	13
337048	Kopřivnice	11
337147	Kopřivnice zastávka	14
763755	Kornatice	15
763854	Kornatice rybník	15
565069	Kořenice	15
549121	Kořenov	13
549428	Kořenov zastávka	15
761544	Kosobody	15

No. by SR 70	Name of station or stop	Category
551960	Kosova Hora	15
361550	Kostelany nad Moravou	14
343855	Kostelec na Hané	13
546366	Kostelec nad Labem	15
532408	Kostelec nad Orlicí	13
532507	Kostelec nad Orlicí město	15
557835	Kostelec u Heřmanova Městce	13
557934	Kostelec u Heřmanova Městce-Písník	15
758409	Kostelec u Jihlavy	12
758417	Kostelec u Jihlavy masna	15
536532	Kostěnice	12
531343	Kostomlaty nad Labem	13
542472	Kostomlaty pod Řípem	15
545418	Košátky	15
566109	Košťálov	13
554790	Koštice nad Ohří	15
532499	Koštov	15
345058	Kotojedy	15
746636	Kotouň	15
758060	Kotvina	15
550384	Kounov	13
565366	Kouřim	13
738450	Kout na Šumavě	15
555300	Kovač	15
540161	Kováry	15
538991	Kovářská	15
539197	Kovářská městys	15

No. by SR 70	Name of station or stop	Category
738963	Kovčín	15
333146	Kozmice	15
748350	Kozolupy	11
762450	Kožlany	15
331827	Kožušany	15
344556	Krahulov	13
344655	Kralice nad Oslavou	13
353524	Kraličky	15
535005	Králíky	13
534909	Králíky zastávka	15
572800	Královec	13
762559	Kralovice u Rakovníka	13
538165	Královice u Zlonic	15
758953	Královské Poříčí	15
543967	Kralupy nad Vltavou	11
539460	Kralupy nad Vltavou předměstí	13
545269	Kralupy nad Vltavou-Minice	15
730846	Králův Dvůr	15
730945	Králův Dvůr-Popovice	15
539635	Krasíkov	11
765354	Kraslice	13
765255	Kraslice předměstí	15
765347	Kraslice-Pod vlekem	15
566596	Krásná Lípa	13
566695	Krásná Lípa město	15
548826	Krásná Studánka	15
340448	Krásné Loučky	15

No. by SR 70	Name of station or stop	Category
536193	Krásný Dvůr	15
743153	Krásný Jez	13
743161	Krásný Jez zastávka	15
546325	Krásný Les	15
546424	Krásný Les bažantnice	15
562561	Krasoňovice	15
530907	Kratonohy	15
570994	Kravaře v Čechách	15
337543	Kravaře ve Slezsku	13
337642	Kravaře-Kouty	15
557660	Krhanice	13
351924	Krhová	15
339044	Krnov	13
339143	Krnov-Cvilín	15
544718	Krnsko	15
344754	Kroměříž	13
339440	Kroměříž-Oskol	15
545319	Kropáčova Vrutice	13
550434	Krouna	15
551739	Krouna zastávka	15
761742	Krty	15
533760	Krupá	13
544197	Krupka	15
544395	Krupka město	15
532796	Krupka-Bohosudov	13
752162	Kryry	13
552026	Kryštofovo Údolí	15

No. by SR 70	Name of station or stop	Category
357657	Křemenec	15
760629	Křemže	13
573105	Křenov	15
331355	Křenovice dolní nádraží	15
345454	Křenovice horní nádraží	13
765958	Křenovy	15
554899	Křesín	15
560391	Křešice u Děčína	15
531095	Křešice u Litoměřic	15
538199	Křimov	13
538595	Křimov zastávka	15
538496	Křimov-Suchdol	15
562611	Křinec	13
760041	Křivoklát	15
345751	Křižanov	11
361154	Křižanovice	15
551820	Křižany	13
553602	Ktová	15
751628	Kubova Huť	13
567602	Kuks	15
569400	Kunčice nad Labem	13
339341	Kunčice pod Ondřejníkem	11
349274	Kunčina	15
345959	Kunovice	13
346056	Kunovice zastávka	15
346361	Kunovice-Loučka	13
346551	Kuřim	11

No. by SR 70	Name of station or stop	Category
540146	Kutná Hora hlavní nádraží	11
563460	Kutná Hora město	13
563668	Kutná Hora předměstí	15
563767	Kutná Hora-Sedlec	15
551234	Květná	13
551630	Květná zastávka	15
558304	Kyje u Jičína	15
534594	Kyjice	11
346759	Kyjov	13
346858	Kyjov zastávka	15
342147	Kylešovice	15
759357	Kynšperk nad Ohří	13
564294	Kytlice	15
356154	Ladná	15
572701	Lampertice	15
553537	Lanškroun	13
533802	Lanšperk	11
346957	Lanžhot	11
759746	Lašovice	13
360651	Laštovičky	14
561662	Laziště	15
564807	Lázně Bělohrad	13
749754	Lázně Kynžvart	11
547869	Lázně Toušeň	13
551499	Lbín	15
750828	Lčovice	15
561951	Ledeč nad Sázavou	13

No. by SR 70	Name of station or stop	Category
560060	Ledečko	13
562819	Ledečky	15
557009	Ledkov	15
347054	Lednice	13
347153	Lednice rybníky	15
545798	Lenešice	13
752022	Lenora	13
751529	Lenora zastávka	15
354720	Leskovec	15
742825	Leskovice	15
541136	Leština u Světlé	13
533307	Letohrad	13
347252	Letovice	13
347351	Letovice zastávka	15
566505	Levínská Olešnice	15
732966	Ležky	15
740225	Lhota pod Horami	15
531004	Lhota pod Libčany	15
535237	Lhota pod Přeloučí	15
334441	Lhota u Opavy	15
570606	Lhota u Trutnova	15
553362	Lhota Veselka	15
350652	Lhotice u Jemnice	15
352021	Lhotka nad Bečvou	11
561415	Lhotka u Mělníka	15
561514	Lhotka u Mělníka zastávka	15
556902	Libáň	15

No. by SR 70	Name of station or stop	Category
553099	Libčeves	15
544361	Libčice nad Vltavou	12
544569	Libčice nad Vltavou-Letky	15
570903	Libeč	15
530584	Liběchov	13
753921	Libějice	15
740720	Libějovice	15
542126	Liberec	11
551523	Liberec-Horní Růžodol	13
542225	Liberec-Rochlice	15
570390	Liběšice	13
532549	Libice nad Cidlinou	13
339820	Libina	13
733261	Libkovice	15
537290	Libočany	15
531392	Libochovany	15
554493	Libochovice	13
554998	Libochovice město	15
768648	Libomyšl	15
559005	Libošovice	15
543496	Libouchec	13
566208	Libštát	15
553909	Libuň	13
553917	Libuň zastávka	15
336727	Lidečko	14
336826	Lidečko ves	14
534305	Lichkov	13

No. by SR 70	Name of station or stop	Category
349779	Linhartice	15
340547	Linhartovy	15
560417	Líny	15
542332	Lípa	15
370551	Lípa nad Dřevnicí	13
530204	Lípa nad Orlicí	15
751420	Lipka	15
763656	Lipnice	15
340422	Lipník nad Bečvou	12
748129	Lipno nad Vltavou	13
371351	Lipov	15
340521	Lipová Lázně	13
340620	Lipová Lázně jeskyně	13
340729	Lipová Lázně zastávka	15
750059	Lipová u Chebu	12
565994	Lipová u Šluknova	15
349142	Liptaň	15
339747	Lískovec u Frýdku	13
549196	Lišany u Žatce	13
755629	Líšnice	15
565721	Líšný	15
767640	Liteň	13
533000	Litice nad Orlicí	13
544312	Lítkovice	15
558395	Litochovice nad Labem	14
573196	Litoměřice Cihelna	15
570192	Litoměřice horní nádraží	13

No. by SR 70	Name of station or stop	Category
531194	Litoměřice město	14
552133	Litomyšl	13
552034	Litomyšl zastávka	15
552232	Litomyšl-Nedošín	15
340828	Litovel	13
341222	Litovel město	15
340927	Litovel předměstí	13
340844	Litultovice	15
540898	Litvínov	13
537092	Litvínov město	15
747022	Lnáře	15
343160	Lobodice	15
546960	Lobkovice	15
548461	Loděnice	13
568709	Lochenice	15
768549	Lochovice	13
745257	Loket	15
743658	Loket předměstí	15
541094	Lom u Mostu	15
541599	Lom u Mostu zastávka	15
765453	Lom u Stříbra	15
757054	Lom u Tachova	15
737320	Lomnice nad Lužnicí	13
557801	Lomnice nad Popelkou	13
333328	Lomnice u Rýmařova	15
754556	Lomnička	15
540674	Loucká	15

No. by SR 70	Name of station or stop	Category
738054	Loučim	15
743757	Loučky	15
747923	Loučovice	13
748020	Loučovice zastávka	15
541490	Louka u Litvínova	13
744953	Louka u Mariánských Lázní	15
371559	Louka u Ostrohu	15
336057	Loukov	15
543215	Loukov u Mnichova Hradiště	13
339846	Louky nad Olší	11
545996	Louny	13
546093	Louny město	15
546192	Louny předměstí	13
546390	Louny střed	15
564203	Lovčice obec	15
558593	Lovosice	11
558791	Lovosice město	15
558890	Lovosice zastávka	15
569996	Lovosice závod	15
550764	Lštění	15
733063	Lubenec	13
733162	Lubenec zastávka	15
761841	Lubná	15
767459	Luby u Chebu	13
737254	Luby u Klatov	15
550723	Lučany nad Nisou	15
764852	Luh nad Svatavou	15

No. by SR 70	Name of station or stop	Category
548222	Luh pod Smrkem	15
347559	Luhačovice	13
734053	Luhov	15
347856	Luka nad Jihlavou	13
557462	Luka pod Medníkem	15
559294	Lukavec	15
341628	Lukavice na Moravě	12
533406	Lukavice v Čechách	15
564401	Luková	15
540039	Luková u Rudoltic v Čechách	15
348151	Luleč	13
539932	Lupěné	15
562215	Luštěnice-Újezd	13
343954	Lutotín	15
753657	Lužany	15
543462	Lužec nad Vltavou	13
548420	Lužec pod Smrkem	15
348250	Lužice	12
534560	Lužná u Rakovníka	13
351528	Lužná u Vsetína	15
737221	Lužnice	15
552323	Lvová	15
531145	Lysá nad Labem	12
531244	Lysá nad Labem-Dvorce	15
731927	Mačkov	15
575928	Machnín	15
575829	Machnín hrad	15

No. by SR 70	Name of station or stop	Category
736926	Majdalena	13
739623	Majdalena zastávka	15
569285	Malá Bělá	15
556662	Malá Hraštice	13
331728	Malá Morávka	15
565523	Malá Skála	13
562298	Malá Veleň	15
561191	Malé Březno nad Labem	15
337741	Malé Hoštice	15
543793	Malé Chvojno	13
574103	Malé Svatoňovice	13
558999	Malé Žernoseky	15
558908	Malechovice	15
750729	Malenice nad Volyňkou	15
563064	Malešov	13
535294	Málkov	15
732867	Malměřice	15
736751	Malonice	15
740829	Malovice u Netolic	15
560367	Malovidy	15
754028	Malšice	15
347955	Malý Beranov	15
748921	Malý Pěčín	15
756650	Malý Rapotín	15
530287	Malý Újezd	15
348441	Mankovice	15
335158	Marefy	15

No. by SR 70	Name of station or stop	Category
744052	Mariánské Lázně	11
744151	Mariánské Lázně město	15
562793	Markvartice	13
543397	Martiněves u Děčína	15
541771	Martiněves u Libochovic	15
366955	Martinice u Velkého Meziříčí	15
569301	Martinice v Krkonoších	13
766352	Mašovice	15
766451	Meclov	15
539296	Měděnec	15
539395	Měděnec zastávka	15
546630	Medlešice	13
555763	Měchenice	13
533372	Měcholupy	13
561712	Mělnická Vrutice	15
530188	Mělník	13
530485	Mělník-Mlazice	15
735050	Merklín	13
343269	Měrovice nad Hanou	15
563619	Městec Králové	13
348375	Městečko Trnávka	13
553263	Městečko u Benešova	15
759944	Městečko u Křivoklátu	15
340349	Město Albrechtice	13
547265	Měšice u Prahy	13
763557	Mešno	15
340471	Mezihoří	15

No. by SR 70	Name of station or stop	Category
537100	Meziměstí	13
759829	Mezipotočí	15
755124	Meziříčí	15
552562	Mezno	15
565499	Mikulášovice dolní nádraží	13
565598	Mikulášovice horní nádraží	15
565697	Mikulášovice střed	15
348557	Mikulov na Moravě	13
542191	Mikulov v Krušných horách	15
342329	Mikulovice	13
542399	Mikulov-Nové Město	15
747758	Milavče	15
739151	Mileč	15
733626	Milenovice	15
755520	Milevsko	13
744359	Milhostov u Mariánských Lázní	15
748954	Milíkov	14
769141	Milín	13
533562	Milostín	15
338228	Milotice nad Bečvou	15
342527	Milotice nad Opavou	13
544148	Milovice	13
571695	Mimoň	13
551663	Minartice	15
547729	Minkovice	15
348755	Miroslav	13
763151	Mirošov	13

No. by SR 70	Name of station or stop	Category
763250	Mirošov město	15
550368	Mirošovice u Prahy	14
564161	Mirošovice u Rataj nad Sázavou	15
740654	Mírová	15
730226	Mirovice	13
542639	Mírovka	15
564260	Mitrov	15
544510	Mladá Boleslav hlavní nádraží	13
559914	Mladá Boleslav město	11
544411	Mladá Boleslav-Debř	13
572305	Mladé Buky	15
340646	Mladecko	15
341321	Mladeč	15
341420	Mladeč jeskyně	15
349076	Mladějov na Moravě	13
558601	Mladějov v Čechách	15
349522	Mladějovice	15
534503	Mladkov	15
751453	Mladotice	13
751354	Mladotice zastávka	15
543561	Mlčechvosty	15
562900	Mlýnec	15
535500	Mlýnický Dvůr	15
564195	Mlýny	13
541078	Mnetěš	15
756924	Mnich	15
550160	Mnichovice	15

No. by SR 70	Name of station or stop	Category
543512	Mnichovo Hradiště	13
556365	Mníšek pod Brdy	13
548628	Mníšek u Liberce	13
734426	Modlešovice	15
543694	Modrá u Děčína	15
349456	Modřice	12
342824	Mohelnice	12
547968	Mochov	15
547463	Mochov zastávka	15
558098	Mojžíř	14
348649	Mokré Lazce	15
736553	Mokrosuky	15
556761	Mokrovraty	15
542290	Moldava v Krušných horách	15
536730	Moravany	12
342923	Moravičany	12
334672	Moravská Chrastová	15
349555	Moravská Nová Ves	12
349670	Moravská Třebová	13
349852	Moravské Bránice	13
350058	Moravské Budějovice	13
343020	Moravský Beroun	13
535302	Moravský Karlov	15
351056	Moravský Krumlov	13
351254	Moravský Písek	12
351353	Moravský Písek zastávka	15
336628	Mořkov hlavní trať	15

No. by SR 70	Name of station or stop	Category
533992	Most	11
567107	Mostek	13
536995	Most-Kopisty	15
540997	Most-Minerva	15
341040	Mosty u Jablunkova (Mosty ko¦o Jab¦onkowa)	11
341149	Mosty u Jablunkova zastávka (Mosty ko¦o Jab¦onkowa	15
346031	Mošnov,Ostrava Airport	13
550665	Mrač	15
744557	Mrázov	15
541631	Mrzkovice	15
548065	Mstětice	13
541573	Mšené Lázně	15
560912	Mšeno	15
550285	Mutějovice	13
533869	Mutějovice zastávka	15
351452	Mutěnice	13
351551	Mutěnice zastávka	15
755355	Mutěnín	15
748327	Mutišov	15
341529	Myslechovice	15
749408	Mysliboř	15
552968	Myslíč	15
730325	Myslín	15
731752	Mýto	15
538405	Náchod	13
538702	Náchod zastávka	15
538603	Náchod-Běloves	15

No. by SR 70	Name of station or stop	Category
538504	Náchod-Malé Poříčí	15
343129	Náměšť na Hané	15
351759	Náměšť nad Oslavou	13
351858	Napajedla	12
754929	Nasavrky	15
348953	Našiměřice	15
552729	Návarov	15
334151	Návojná	15
336248	Návsí (Nawsie)	11
759456	Nebanice	14
561316	Nebužely	15
340570	Nectava	15
352054	Nedakonice	12
352153	Nedvědice	13
566000	Nedvězí	15
742056	Nejdek	13
742155	Nejdek zastávka	15
742650	Nejdek-Oldřichov	15
742551	Nejdek-Sejfy	15
741959	Nejdek-Suchá	15
742452	Nejdek-Tisová	15
739052	Nekvasovy	15
543660	Nelahozeves	12
543868	Nelahozeves zámek	15
352351	Němčice nad Hanou	13
330225	Nemilany	15
736850	Nemilkov	13
352450	Nemotice	13
563403	Nemyčeves	15
735126	Neplachov	15
739250	Nepomuk	13
562017	Nepřevázka	15
546861	Neratovice	13
546879	Neratovice město	15
546887	Neratovice sídliště	15
352658	Nesovice	13
767848	Nesvačily	15
557793	Neštědice	14
557991	Neštěmice	14
741025	Netolice	13
746420	Netolice zastávka	15
546168	Netřeba	15
539361	Neuměřice	15
768440	Neumětely	15
335257	Nevojice	14
352856	Nezamyslice	13
353656	Nezdenice	13
737056	Neznašovy	15
764050	Nezvěstice	13
368555	Níhov	14
750620	Nišovice	15
760645	Nižbor	13
357673	Nížkov	14
540062	Noutonice	13
742122	Nová Buková	15
742726	Nová Cerekev	13
350124	Nová Hradečná	15
762955	Nová Huť	15
567693	Nová Huť v Lužických horách	15
566703	Nová Paka	13
566802	Nová Paka město	15
758920	Nová Pec	15
740852	Nová Role	13
741850	Nová Role zastávka	15
736421	Nová Ves nad Lužnicí	13
550624	Nová Ves nad Nisou	13
558106	Nová Ves nad Popelkou	15
556563	Nová Ves pod Pleší	15
741827	Nová Ves u Českých Budějovic	13
531764	Nová Ves u Kolína	15
538694	Nová Ves u Křimova	15
541037	Nová Ves u Leštiny	14
742353	Nové Hamry	13
342725	Nové Heřminovy	15
741926	Nové Hodějovice	15
741223	Nové Hrady	13
559393	Nové Kopisty	15
339127	Nové Losiny	15
353854	Nové Město na Moravě	11
353953	Nové Město na Moravě zastávka	15
530600	Nové Město nad Cidlinou	13

No. by SR 70	Name of station or stop	Category
538900	Nové Město nad Metují	12
545624	Nové Město pod Smrkem	13
543769	Nové Ouholice	15
743955	Nové Sedlo u Lokte	11
534867	Nové Strašecí	13
739524	Nové Údolí	15
551929	Novina	15
544494	Novosedlice	15
354159	Novosedly	13
567891	Nový Bor	13
564302	Nový Bydžov	13
766857	Nový Drahov	15
335224	Nový Hrozenkov	15
335323	Nový Hrozenkov zastávka	15
341446	Nový Jičín město	13
767251	Nový Kostel	15
735852	Nový Kramolín	15
343525	Nový Malín	15
548560	Nučice	13
548669	Nučice zastávka	15
532143	Nymburk hlavní nádraží	12
545541	Nymburk město	13
769554	Nýrsko	13
745950	Nýřany	13
750950	Obora u Kaznějova	15
746321	Obrataň	13
545095	Obrnice	13
559310	Obrubce	15
540401	Očelice	15
348722	Odrlice	15
341644	Odry	13
341701	Odry-Loučky	15
547596	Ohníč	13
564708	Ohnišťany	15
766550	Ohnišťovice	15
568790	Okna	13
541938	Okrouhlice	13
354456	Okříšky	13
354654	Olbramkostel	13
551366	Olbramovice	11
533190	Oldřichov u Duchcova	12
548727	Oldřichov v Hájích	15
550830	Oldřiš	15
559591	Oleško	15
354050	Olešná na Moravě	15
534362	Olešná u Rakovníka	15
574707	Olešnice	15
343624	Olomouc hlavní nádraží	11
343723	Olomouc město	13
343822	Olomouc-Hejčín	15
344028	Olomouc-Nová Ulice	13
330324	Olomouc-Nové Sady	15
343921	Olomouc-Řepčín	13
344127	Olomouc-Smetanovy sady	15
765057	Oloví	13
539262	Olovnice	13
545764	Olovnice zastávka	15
363853	Omice	15
752626	Omlenice	13
342428	Ondřejovice	13
355321	Ondřejovice zastávka	15
552398	Oparno	15
543132	Opatov	13
548107	Opatovice nad Labem	15
568808	Opatovice nad Labem-Pohřebačka	13
341941	Opava východ	11
342345	Opava západ	13
340141	Opava zastávka	15
342048	Opava-Komárov	11
365064	Oplocany	15
539304	Opočno pod Orlickými horami	13
549899	Opočno u Loun	15
761445	Oráčov	15
345850	Ořechov	15
541193	Osek	13
541698	Osek město	13
346429	Osek nad Bečvou	15
557207	Osenice	15
354753	Osíčko	13
563015	Oskořínek	15
354852	Oslavany	13

No. by SR 70	Name of station or stop	Category
367052	Oslavice	15
367151	Oslavička	15
764241	Oslí	15
342949	Osoblaha	13
768143	Osov	15
368654	Osová Bítýška	15
551622	Ostašov	15
349753	Ostopovice	15
531541	Ostrá	15
343640	Ostrava hlavní nádraží	11
343947	Ostrava střed	13
344242	Ostrava-Bartovice	11
344143	Ostrava-Kunčice	11
343749	Ostrava-Kunčičky	14
343848	Ostrava-Mariánské Hory	14
343939	Ostrava-Stodolní	14
344341	Ostrava-Svinov	11
344440	Ostrava-Třebovice	13
350447	Ostrava-Vítkovice	11
342733	Ostrava-Zábřeh	15
344648	Ostravice	13
344945	Ostravice zastávka	15
555409	Ostroměř	13
758557	Ostrov nad Ohří	13
355057	Ostrov nad Oslavou	11
769448	Ostrov u Tochovic	15
355552	Ostrožská Nová Ves	13
355651	Ostrožská Nová Ves lázně	15
344721	Ostružná	13
747550	Osvračín	15
749150	Ošelín	15
342246	Otice	15
536409	Otovice	15
536300	Otovice zastávka	15
530543	Otradovice	15
734350	Otročín	13
355750	Otrokovice	12
356352	Otrokovice-Trávníky	15
545160	Otvovice	13
530345	Ovčáry	15
758821	Ovesná	15
744458	Ovesné Kladruby	13
738724	Ovesné u Prachatic	15
742924	Pacov	13
738955	Pačejov	13
755223	Padařov	15
537464	Páleček	15
564898	Panský	15
536136	Pardubice hlavní nádraží	11
546333	Pardubice závodiště	15
536631	Pardubice-Černá za Bory	14
536235	Pardubice-Opočínek	15
536433	Pardubice-Pardubičky	14
546135	Pardubice-Rosice nad Labem	13
576009	Pardubice-Semtín	15
536334	Pardubice-Svítkov	14
345140	Paskov	11
751750	Pastuchovice	15
555094	Pátek	15
536466	Pavlov	15
749259	Pavlovice	13
558064	Pecerady	15
748525	Peč	15
541508	Pěčín	15
531160	Pečky	11
541904	Peklo nad Zdobnicí	15
758722	Pěkná	15
742528	Pelhřimov	13
759027	Pernek na Šumavě	15
742759	Pernink	13
756551	Pernolec	15
758169	Perštejn	13
571794	Pertoltice pod Ralskem	15
537076	Peruc	13
536292	Pětipsy	15
542233	Petrkov	15
752063	Petrohrad	13
557264	Petrov u Prahy	15
371054	Petrov u Strážnice	15
557165	Petrov-Chlomek	15
531905	Petrovice nad Orlicí	15

No. by SR 70	Name of station or stop	Category
769455	Petrovice nad Úhlavou	15
345249	Petrovice u Karviné	11
741322	Petříkov	15
570705	Petříkovice	15
735456	Pila	15
542621	Pilínkov	15
570002	Pilníkov	13
345629	Písečná	13
756528	Písek	13
756429	Písek město	13
746628	Písek jih	15
730929	Písek zastávka	15
756536	Písek-Dobešice	15
331959	Pitín zastávka	15
330753	Pivín	13
558239	Plačkov	15
736025	Planá nad Lužnicí	12
749457	Planá u Mariánských Lázní	11
565861	Plaňany	13
566067	Plaňany zastávka	15
751156	Plasy	13
555433	Platěnice	15
552521	Plavy	15
740357	Plesná	15
760355	Plešnice	15
760322	Plešovice	15
540906	Plchůvky	15

No. by SR 70	Name of station or stop	Category
570291	Ploskovice	15
556803	Plotiště nad Labem	15
558205	Ploužnice	15
559062	Plužiny	15
732750	Plzeň hlavní nádraží	11
752956	Plzeň zastávka	15
750455	Plzeň-Bílá Hora	15
750463	Plzeň-Bolevec	15
732651	Plzeň-Doubravka	15
753053	Plzeň-Doudlevce	15
746552	Plzeň-Jižní Předměstí	11
739953	Plzeň-Koterov	13
748152	Plzeň-Křimice	11
750554	Plzeň-Orlík	15
746651	Plzeň-Skvrňany	15
753152	Plzeň-Valcha	13
746560	Plzeň-Zadní Skvrňany	15
754259	Pňovany	11
748558	Pňovany zastávka	15
755256	Poběžovice	13
737957	Pocinovice	13
757625	Počátky-Žirovnice	13
548594	Počerady	13
752360	Podbořany	13
532341	Poděbrady	13
730457	Podhradí	15
572107	Podhůří	15

No. by SR 70	Name of station or stop	Category
356055	Podivín	12
535807	Podlesí	13
538363	Podlešín	13
553792	Podsedice	15
356378	Pohled	11
541433	Pohleď	14
542530	Pohledští Dvořáci	14
356550	Pohořelice	13
539502	Pohoří	15
353821	Pocheň	15
548438	Pokřikov	15
535799	Poláky	15
344549	Polanka nad Odrou	14
759522	Polečnice	15
530899	Polepy	13
546564	Polerady nad Labem	15
538009	Police nad Metují	13
332460	Police u Valašského Meziříčí	15
563569	Poličany	15
550632	Polička	13
347757	Polichno	15
356758	Polná	13
759621	Polná na Šumavě	15
345447	Polom	12
551135	Pomezí	15
750372	Pomezí nad Ohří	15
551036	Pomezí zastávka	15

No. by SR 70	Name of station or stop	Category
363556	Ponětovice	15
571505	Poniklá	15
571406	Poniklá zastávka	15
757526	Popelín	13
362558	Popice	15
331652	Popov	15
358259	Popovice u Rajhradu	15
346155	Popovice u Uherského Hradiště	15
530964	Poříčany	11
550962	Poříčí nad Sázavou	15
558163	Poříčí nad Sázavou-Svárov	15
743120	Pořín	15
734251	Poseč	15
549097	Postoloprty	13
345157	Postoupky	15
735753	Postřekov	15
355123	Postřelmov	12
552869	Postupice	13
356857	Poštorná	13
365452	Poteč	15
532804	Potštejn	13
743054	Potůčky	13
742957	Potůčky zastávka	15
335620	Potůčník	15
751552	Potvorov	15
744854	Poutnov	13
362657	Pouzdřany	15

No. by SR 70	Name of station or stop	Category
557694	Povrly	12
557892	Povrly-Roztoky	14
362350	Pozďatín	15
761221	Pracejovice	15
558197	Prackovice nad Labem	12
570762	Praha hlavní nádraží	11
572362	Praha Masarykovo nádraží	13
530162	Praha-Běchovice	11
530063	Praha-Běchovice střed	15
570168	Praha-Braník	13
570366	Praha-Bubny	13
541367	Praha-Bubny Vltavská	13
571166	Praha-Cibulka	15
573360	Praha-Čakovice	13
570663	Praha-Dejvice	13
530360	Praha-Dolní Počernice	15
572610	Praha-Eden	14
570861	Praha-Hlubočepy	15
572560	Praha-Holešovice	11
570465	Praha-Holešovice zastávka	15
549469	Praha-Holyně	15
573469	Praha-Horní Měcholupy	15
548263	Praha-Horní Počernice	12
570960	Praha-Hostivař	11
571075	Praha-Jinonice	15
572875	Praha-Kačerov	15
573568	Praha-Kbely	15

No. by SR 70	Name of station or stop	Category
530568	Praha-Klánovice	14
549766	Praha-Kolovraty	15
555268	Praha-Komořany	15
571562	Praha-Krč	13
573667	Praha-Kyje	15
571760	Praha-Libeň	11
573766	Praha-Modřany	13
573865	Praha-Modřany zastávka	14
570275	Praha-Podbaba	14
532564	Praha-Radotín	12
	Praha-Rajská zahrada	14
572065	Praha-Ruzyně	13
549261	Praha-Řeporyje	13
547661	Praha-Satalice	13
545061	Praha-Sedlec	15
572263	Praha-Smíchov	11
584862	Praha-Smíchov severní nástupiště	13
571463	Praha-Stodůlky	15
573063	Praha-Strašnice zastávka	15
549568	Praha-Uhříněves	11
572669	Praha-Veleslavín	13
573964	Praha-Velká Chuchle	14
572768	Praha-Vršovice	11
573162	Praha-Vysočany	13
572792	Praha-Zahradní Město	11
555367	Praha-Zbraslav	13
540468	Praha-Zličín	13

No. by SR 70	Name of station or stop	Category
530261	Praha-Žvahov	11
738328	Prachatice	13
738427	Prachatice lázně	15
557736	Prachovice	13
531103	Praskačka	13
731240	Praskolesy	14
334953	Pravice	15
737726	Pražák	15
532994	Proboštov	15
551325	Proseč nad Nisou	15
569806	Prosečné	15
557769	Prosečnice	15
346528	Prosenice	12
551291	Prosetice	15
548339	Prosetín	15
357053	Prostějov hlavní nádraží	13
357251	Prostějov místní nádraží	13
534701	Prostřední Lipka	15
733451	Protivec	13
733824	Protivín	13
733725	Protivín zastávka	15
364554	Prudká zastávka	15
333948	Pržno	11
562462	Předbořice	15
550236	Předhradí	15
568600	Předměřice nad Labem	13
750224	Přední Zborovice	15

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746354	Přehýšov	15
535138	Přelouč	12
346627	Přerov	11
753558	Přeštice	13
753459	Přeštice-Zastávka	15
530303	Převýšov	13
368852	Přibice	15
345744	Příbor	13
769042	Příbram	13
749531	Příbram sídliště	15
357376	Přibyslav	11
357475	Přibyslav zastávka	15
761940	Příčina	15
347021	Příkazy	13
763458	Příkosice	15
763359	Příkosice zastávka	15
534065	Přílepy	15
332650	Přímělkov	14
760124	Přísečná	15
543322	Příšovice	13
752428	Pšenice	15
563106	Pševes	15
761247	Pšovlky	15
357756	Ptení	15
564864	Pučery	15
550533	Pustá Kamenice	15
551531	Pustá Kamenice zastávka	15

No. by SR 70	Name of station or stop	Category
759845	Pustověty	15
756627	Putim	13
550566	Pyšely	14
557405	Rabakov	15
350751	Rácovice	15
760447	Račice nad Berounkou	15
568402	Račice nad Trotinou	15
551895	Radejčín	13
531368	Radim	15
749200	Radkov	15
542423	Rádlo	15
741553	Radnice	13
558536	Radňov	15
370452	Radňovice	15
732420	Radomyšl	15
732529	Radomyšl zastávka	15
555193	Radonice nad Ohří	15
536698	Radonice u Kadaně	15
362053	Radostice	15
743526	Radostice u Trocnova	15
750125	Radošovice	15
768341	Radouš	15
573204	Radvanice	15
358051	Rájec-Jestřebí	13
358150	Rajhrad	14
346460	Rajnochovice	15
760942	Rakovník	13

No. by SR 70	Name of station or stop	Category
762542	Rakovník západ	15
534669	Rakovník zastávka	15
358358	Rakšice	13
356253	Rakvice	15
344820	Ramzová	15
758607	Rantířov	13
358556	Rapotice	13
548123	Raspenava	13
332528	Raškov	15
563965	Rataje nad Sázavou	15
564062	Rataje nad Sázavou předměstí	15
560169	Rataje nad Sázavou zastávka	15
560268	Rataje nad Sázavou-Ivaň	15
564765	Ratboř	13
734129	Ražice	13
768747	Rejkovice	15
757120	Rodvínov	15
738526	Rohanov	15
358754	Rohatec	12
358952	Rohatec kolonie	15
358853	Rohatec zastávka	15
560219	Rohatsko	15
746255	Rochlov	15
732222	Rojice	15
732057	Rokycany	11
762757	Rokycany předměstí	15
557306	Rokytňany	15
571109	Rokytnice nad Jizerou	13
331520	Rokytnice u Přerova	15
541409	Rokytnice v Orlických horách	13
554436	Ronov nad Doubravou	13
554337	Ronov nad Doubravou zastávka	15
357574	Ronov nad Sázavou	15
345843	Ropice	15
332544	Ropice zastávka	14
345942	Ropice-Zálesí (Ropica-Zalesie)	15
369256	Rosice u Brna	15
530865	Rostoklaty	15
765156	Rotava	13
735829	Roudná	13
542571	Roudnice nad Labem	12
541375	Roudnice nad Labem město	15
542779	Roudnice nad Labem-Bezděkov	15
541276	Roudnice nad Labem-Hracholusky	13
359059	Rousínov	13
555334	Roveň	15
553107	Rovensko pod Troskami	13
335653	Rovné-Divišov	15
557538	Rozhovice	15
347450	Rozhraní	15
549436	Rozsochatec	13
335752	Rozsochy	15
348474	Rozstání	15
569103	Roztoky u Jilemnice	13
	Roztoky u Jilemnice zastávka	15
760140	Roztoky u Křivoklátu	13
544668	Roztoky u Prahy	12
544965	Roztoky-Žalov	15
562710	Rožďalovice	13
747428	Rožmberk nad Vltavou	15
764449	Rožmitál pod Třemšínem	13
359257	Rožná	11
347823	Rožnov pod Radhoštěm	13
547398	Rtyně nad Bílinou	15
574400	Rtyně v Podkrkonoší	15
574608	Rtyně v Podkrkonoší zastávka	15
348128	Ruda nad Moravou	13
367359	Rudíkov	15
331926	Rudná pod Pradědem	15
332221	Rudná pod Pradědem zastávka	15
549162	Rudná u Prahy	13
548966	Rudná zastávka	15
539437	Rudoltice v Čechách	12
564591	Rumburk	13
565093	Rumburk zastávka	15
537407	Ruprechtice	15
538892	Rusová	15
541805	Rybná nad Zdobnicí	15
752329	Rybník	13
567198	Rybniště	13
541102	Rychnov nad Kněžnou	13

No. by SR 70	Name of station or stop	Category
541201	Rychnov nad Kněžnou zastávka	15
542324	Rychnov u Jablonce nad Nisou	13
567909	Rychnovek	15
556266	Rymaně	15
348326	Rýmařov	13
742429	Rynárec	15
535062	Rynholec	15
552224	Rynoltice	13
546226	Řasnice	15
546127	Řasnice zastávka	15
534834	Řečany nad Labem	12
547091	Řehlovice	13
732727	Řepice	15
559815	Řepov	15
574905	Řešetova Lhota	15
533091	Řetenice	13
532168	Řevnice	12
534768	Řevničov	13
544767	Řež	14
549865	Říčany	11
552430	Řídký	15
359455	Řikonín	11
359562	Říkovice	12
735639	Řípec	15
735621	Řípec-Dráchov	15
559013	Řítonice	15
550939	Sádek u Poličky	15
533174	Sádek u Žatce	15
734558	Sadov	13
556308	Sadová	15
734657	Sadov-Podlesí	15
545145	Sadská	13
749952	Salajna	15
750000	Salavice	15
559161	Samechov	13
559864	Samopše	15
530212	Sány	15
559666	Sázava	13
359653	Sázava u Žďáru	11
559765	Sázava zastávka	15
541235	Sázavka	15
531491	Sebuzín	13
551762	Sedlčany	13
366658	Sedlec u Mikulova	13
553495	Sedlec u Obrnic	15
741157	Sedlecko	15
749507	Sedlejov	13
542928	Sedlejovice	15
732024	Sedlice	15
732123	Sedlice město	15
537035	Sedlíšťka	15
346080	Sedlnice	15
346049	Sedlnice předjízdné koleje	13
543231	Semanín	15
553891	Semeč	15
565903	Semily	13
553701	Semínova Lhota	15
565804	Semonice	15
766154	Semošice	15
766055	Semošice-Peřina	15
568303	Sendražice	15
348623	Senice na Hané	13
348821	Senice na Hané zastávka	15
550269	Senohraby	11
761049	Senomaty	15
755421	Sepekov	15
736124	Sezimovo Ústí	14
359752	Silůvky	15
553594	Sinutec	15
359851	Skalice nad Svitavou	12
567990	Skalice u České Lípy	15
767053	Skalná	13
560110	Skalsko	15
733923	Skály	15
583260	Skály odbočka	15
360552	Sklené nad Oslavou	11
555664	Skochovice	15
346148	Skotnice	15
554840	Skovice	15
561019	Skramouš	15
347120	Skrbeň	15

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353920	Skrbovice	15
346643	Skrochovice	13
545392	Skršín	15
738823	Skříněřov	15
564500	Skřivany	15
767749	Skuhrov pod Brdy	15
764340	Skuhrov pod Třemšínem	15
550137	Skuteč	13
765651	Skviřín	15
538066	Slaný	13
538264	Slaný předměstí	15
753822	Slapy	15
541706	Slatina nad Zdobnicí	15
555292	Slatina pod Hazmburkem	15
553131	Slatina u Vysokého Mýta	15
546838	Slatiňany	13
334623	Slatinice	15
555391	Slavětín nad Ohří	15
731513	Slavětín u Březnice	15
749101	Slaviboř	15
360750	Slavičín	13
361055	Slavkov u Brna	13
340240	Slavkov u Opavy	15
558635	Slavníč	15
748228	Slavonice	13
541300	Slemeno	15
343541	Slezské Rudoltice	15
564104	Slibovice	15
730523	Smetanova Lhota	15
564609	Smidary	13
733956	Smilov	15
568006	Smiřice	13
568204	Smiřice zastávka	15
562553	Smrčná	14
550228	Smržovka	13
549923	Smržovka dolní nádraží	15
550129	Smržovka střed	15
552927	Smržovka-Luční	15
743427	Smyslov	15
555607	Sobčice	15
735720	Soběslav	11
560763	Soběšín	15
549139	Sobíňov	15
558809	Sobotka	13
361253	Sokolnice-Telnice	13
764555	Sokolov	12
541003	Solnice	13
541052	Solnice zastávka	15
549998	Solopysky	15
532903	Sopotnice	15
752121	Soumarský Most	15
739029	Spálenec	15
552901	Spálov	15
738559	Spáňov	15
351957	Spytihněv	15
531962	Srbsko	15
739359	Srby	15
568493	Srní u České Lípy	13
538231	Sruby	14
547299	Stadice	15
334144	Stachovice	15
765859	Staňkov	13
530444	Stará Boleslav	13
556860	Stará Huť	15
566406	Stará Paka	13
741652	Stará Role	13
546432	Staré Jesenčany	15
565192	Staré Křečany	15
349027	Staré Město pod Sněžníkem	13
361451	Staré Město u Uherského Hradiště	12
563502	Staré Místo u Jičína	15
756452	Staré Sedliště	15
568691	Staré Splavy	15
769059	Starec	15
574806	Starkoč	13
534644	Starý Kolín	15
739854	Starý Plzenec	13
562595	Starý Šachov	15
361659	Stařeč	13
731141	Stašov	15
568907	Stéblová	13

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750158	Stebnice	15
751966	Stebno	15
755827	Stehlovice	15
747154	Stod	13
534966	Stochov	13
739425	Stožec	15
754754	Strahov	15
762344	Strachovice	15
761023	Strakonice	11
550061	Strančice	11
540575	Straškov	13
531442	Stratov	15
548925	Stráž nad Nisou	15
758359	Stráž nad Ohří	13
756254	Stráž u Tachova	15
357954	Stražisko	15
370957	Strážnice	13
553065	Struhařov	15
738120	Strunkovice nad Blanicí	15
750331	Strunkovice nad Volyňkou obec	15
548933	Stružinec	15
562694	Stružnice	13
741751	Střapole	15
540260	Středokluky	13
561068	Střechov nad Sázavou	15
361857	Střelice	13
361865	Střelice dolní	15
336925	Střelná	15
541995	Střelná v Krušných horách	15
761528	Střelské Hoštice	13
349126	Střeň	15
552265	Střezimíř	13
559567	Stříbrná Skalice	15
356477	Stříbrné Hory	15
747857	Stříbro	11
347922	Střítež nad Bečvou	15
335240	Střítež u Českého Těšína	15
336750	Střítež u Jihlavy	15
730556	Studánka	15
362251	Studenec	13
346940	Studénka	11
330548	Studénka město	15
741355	Stupno	13
571190	Stvolínky	15
562454	Stvořidla	15
560615	Sudoměř u Mladé Boleslavi	15
734228	Sudoměř u Písku	15
370858	Sudoměřice nad Moravou	13
754523	Sudoměřice u Bechyně	15
552661	Sudoměřice u Tábora	15
736827	Suchdol nad Lužnicí	13
736728	Suchdol nad Lužnicí zastávka	15
348045	Suchdol nad Odrou	12
574202	Suchovršice	15
554394	Sulejovice	15
748657	Sulislav	15
736355	Sušice	13
561498	Svádov	14
764654	Svatava	13
764753	Svatava zastávka	15
330944	Svatoňovice	15
335455	Svatý Štěpán	15
547893	Světec	13
549964	Světice	15
332023	Světlá Hora	15
541334	Světlá nad Sázavou	13
541839	Světlá nad Sázavou město	15
541532	Světlá nad Sázavou-Josefodol	15
563718	Svídnice	15
737825	Svinětice	15
360057	Svitávka	15
543330	Svitavy	12
543538	Svitavy zastávka	15
543439	Svitavy-Lačnov	15
334771	Svitavy-Lány	15
572206	Svoboda nad Úpou	15
335646	Svobodné Heřmanice	15
550483	Svojetín	13
731950	Svojkovice	15
749051	Svojšín	11
567792	Svor	13

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755553	Svržno	15
542829	Sychrov	13
532309	Synkov	15
558007	Syřenov	15
362459	Šakvice	12
761148	Šanov	15
564906	Šárovcova Lhota	15
362756	Šatov	13
362855	Šebetov	13
341750	Šebkovice	15
345355	Šelešovice	15
334649	Šenov	14
341545	Šenov u Nového Jičína	15
735027	Ševětín	13
743021	Šimpach	15
354027	Široká Niva	15
363457	Šlapanice	13
343459	Šlapanice zastávka	14
363275	Šlapanov	13
566190	Šluknov	13
566299	Šluknov údolí	15
566398	Šluknov zastávka	15
770057	Špičák	13
338327	Špičky	15
340943	Štáblovice	15
763953	Šťáhlavice	15
739755	Šťáhlavy	15

No. by SR 70	Name of station or stop	Category
349621	Štarnov	15
733857	Štědrá	13
336149	Štěpánkovice	15
349324	Štěpánov	12
364653	Štěpánovice	15
349423	Šternberk	13
530691	Štětí	13
551861	Štětkovice	13
562363	Štipoklasy	15
730358	Štítary	15
348540	Štítina	13
535708	Štíty	13
348748	Štramberk	13
340679	Šubířov	15
366252	Šumice	15
363655	Šumná	13
349720	Šumperk	13
758102	Švábov	15
761346	Švihov u Jesenice	15
753954	Švihov u Klatov	13
736223	Tábor	11
736132	Tábor-Čápův Dvůr	15
736348	Tábor-Měšice	15
756858	Tachov	13
756759	Tachov zastávka	15
756957	Tachov-Bíletín	15
569202	Tample	15

No. by SR 70	Name of station or stop	Category
549527	Tanvald	13
549824	Tanvald zastávka	15
549022	Tanvaldský Špičák	15
531269	Tatce	15
539734	Tatenice	14
561597	Těchlovice	15
534206	Těchonín	12
747626	Těchoraz	15
537175	Telce	15
749309	Telč	13
749002	Telč-Staré Město	15
543892	Telnice	15
740324	Temelín	13
744656	Teplá	13
544593	Teplice lesní brána	15
349928	Teplice nad Bečvou	14
537704	Teplice nad Metují	13
573907	Teplice nad Metují město	15
573808	Teplice nad Metují skály	15
532895	Teplice v Čechách	11
551093	Teplice zámecká zahrada	15
745356	Teplička u Karlových Varů	15
363754	Tetčice	13
747121	Tchořovice	15
547067	Tišice	15
363952	Tišnov	11
746859	Tlučná	15

No. by SR 70	Name of station or stop	Category
364752	Tlumačov	12
537761	Tmáň	15
754150	Točník	15
769240	Tochovice	13
749242	Tochovice zastávka	15
551267	Tomice	11
355826	Tomíkovice	15
549394	Touchovice u Loun	15
565564	Toušice	15
734152	Toužim	13
364968	Tovačov	15
735555	Trhanov	15
553867	Trhový Štěpánov	13
532390	Trmice	11
560714	Trnová	15
532879	Trnovany	13
572198	Trnovany u Litoměřic	15
741728	Trocnov	15
762658	Trojany	15
350025	Troubelice	13
	Troubelice střed	15
350223	Troubelice zastávka	15
362152	Troubsko	15
349373	Trpík	15
754457	Trpísty	15
759555	Tršnice	13
570200	Trutnov hlavní nádraží	13
570408	Trutnov střed	13
570507	Trutnov zastávka	15
570309	Trutnov-Poříčí	13
572503	Trutnov-Staré město	15
571000	Trutnov-Volanov	15
572909	Trutnov-Zelená Louka	15
552331	Tržek	15
746438	Třebčice	15
350629	Třebčín	13
531608	Třebechovice pod Orebem	13
754226	Třebelice	15
350850	Třebelovice	15
766758	Třebeň	15
553990	Třebenice	13
554196	Třebenice město	15
545244	Třebestovice	15
540047	Třebešice	15
340059	Třebětice	15
365551	Třebíč	11
365650	Třebíč-Borovina	15
553693	Třebívlice	13
737122	Třeboň	13
737023	Třeboň lázně	15
556001	Třebověice	15
539338	Třebovice v Čechách	12
534099	Třebušice	11
348946	Třemešná ve Slezsku	13
380064	Třemešná ve Slezsku úzký rozchod	13
755959	Třemešné pod Přimdou	15
750653	Třemošná u Plzně	13
554139	Třemošnice	13
749804	Třešť	13
749705	Třešť město	15
349241	Třinec (Trzyniec)	11
349449	Třinec centrum (Trzyniec Centrum)	14
349340	Třinec-Konská (Trzyniec - KOŃSKA)	14
760421	Třísov	15
540369	Tuchoměřice	13
530766	Tuklaty	15
555839	Tuněchody	15
543009	Turnov	13
553206	Turnov město	15
549493	Tvršice	15
740522	Týn nad Vltavou	13
534743	Týnec nad Labem	14
557868	Týnec nad Sázavou	13
563056	Týniště	15
531806	Týniště nad Orlicí	11
737858	Úborsko	15
743559	Údolí	15
365759	Uherské Hradiště	13
536839	Uhersko	12
365858	Uherský Brod	11
354951	Uherský Ostroh	13

No. by SR 70	Name of station or stop	Category
563866	Uhlířské Janovice	13
544866	Úholičky	14
555730	Úhřetice	15
343467	Uhřičice obec	15
760249	Újezd nad Zbečnem	15
755652	Újezd Svatého Kříže	15
361352	Újezd u Brna	15
540807	Újezd u Chocně	13
351221	Újezd u Uničova	15
740027	Újezdec u Číčenic	15
366153	Újezdec u Luhačovic	13
544098	Unčín	15
536268	Unhošť	13
351122	Uničov	13
351320	Uničov zastávka	15
555490	Úpohlavy	15
551390	Úpořiny	13
748624	Urbaneč	15
531798	Ústí nad Labem hlavní nádraží	11
531996	Ústí nad Labem sever	11
531590	Ústí nad Labem západ	13
532093	Ústí nad Labem-Střekov	13
538637	Ústí nad Orlicí	11
538736	Ústí nad Orlicí město	14
557900	Ústí u Staré Paky	15
354829	Ústí u Vsetína	15
354928	Ústí u Vsetína zastávka	15

No. by SR 70	Name of station or stop	Category
570598	Úštěk	13
346841	Úvalno	15
530469	Úvaly	11
546069	Úžice	13
538801	Václavice	13
351429	Valašská Polanka	13
366351	Valašské Klobouky	13
351627	Valašské Meziříčí	11
366450	Valašské Příkazy	15
566497	Valdek	15
352229	Valšov	13
366559	Valtice	13
366757	Valtice město	15
561795	Valtířov	15
749655	Valy u Mariánských Lázní	11
535336	Valy u Přelouče	15
557231	Valy u Přelouče zastávka	15
541607	Vamberk	13
352427	Vápenná	13
566893	Varnsdorf	11
545327	Varnsdorf - pivovar Kocour	15
567099	Varnsdorf staré nádraží	15
342543	Vávrovice	15
753525	Včelná	13
746750	Vejprnice	13
539494	Vejprty	13
539593	Vejprty koupaliště	15

No. by SR 70	Name of station or stop	Category
539692	Vejprty zastávka	15
555631	Vejvanovice	15
544247	Veleliby	13
752923	Velešín	13
753020	Velešín město	15
533075	Veletice	15
531566	Velim	12
545863	Velká Bučina	15
352823	Velká Bystřice	13
353029	Velká Bystřice zastávka	15
575100	Velká Jesenice	15
337725	Velká Kraš	13
337923	Velká Kraš zastávka	15
371450	Velká nad Veličkou	13
348524	Velká Štáhle	15
732321	Velká Turná	15
330746	Velké Albrechtice	15
560599	Velké Březno	13
552422	Velké Hamry	13
552620	Velké Hamry město	15
337840	Velké Hoštice	15
736157	Velké Hydčice	13
353128	Velké Karlovice	13
353326	Velké Karlovice zastávka	15
366856	Velké Meziříčí	11
367458	Velké Meziříčí zastávka	15
367557	Velké Opatovice	13

No. by SR 70	Name of station or stop	Category
367656	Velké Pavlovice	13
367854	Velké Pavlovice zastávka	15
538512	Velké Poříčí	15
574301	Velké Svatoňovice	15
532440	Velké Zboží	15
531293	Velké Žernoseky	13
738757	Velký Bor	15
561811	Velký Borek	15
356659	Velký Dvůr	15
571893	Velký Grunov	15
767152	Velký Luh	13
533141	Velký Osek	13
749028	Velký Pěčín	15
734756	Velký Rybník	15
565895	Velký Šenov	15
566091	Velký Šenov zastávka	15
572297	Velký Valtinov	15
546291	Veltěže	15
533240	Veltruby	15
545665	Velvary	13
547497	Velvěty	15
551432	Vendolí	15
551333	Vendolí zastávka	15
331249	Vendryně (Wędrynia)	14
533505	Verměřovice	15
349845	Veřovice	13
350959	Vesce	15
551226	Vesec u Liberce	13
563197	Veselé pod Rabštejnem	15
735522	Veselí nad Lužnicí	11
735423	Veselí nad Lužnicí zastávka	15
367953	Veselí nad Moravou	12
377952	Veselí nad Moravou - Milokošť	15
372052	Veselí nad Moravou-Zarazice	15
557330	Veselí u Přelouče	15
370254	Veselíčko	15
346254	Vésky	15
341156	Věžky	13
359356	Věžná	15
338020	Vidnava	13
571802	Víchová nad Jizerou	15
535997	Vilémov u Kadaně	13
536391	Vilémov u Kadaně město	15
565796	Vilémov u Šluknova	15
562355	Vilémovice	15
557595	Vilsnice	14
751222	Vimperk	13
751321	Vimperk zastávka	15
547422	Višňová	13
548883	Vítanov	15
536490	Vitčice	15
555201	Vitiněves	15
350041	Vítkov	13
368050	Vizovice	13
768044	Vižina	15
365353	Vladislav zastávka	15
371856	Vlárský průsmyk	13
742627	Vlásenice	15
535906	Vlaské	15
756122	Vlastec	13
561761	Vlastějovice	13
553560	Vlašim	13
553768	Vlašim zastávka	15
361956	Vlčatín	15
571596	Vlčí Důl-Dobranov	15
570101	Vlčice	15
541045	Vlkaneč	13
735969	Vlkanov	15
368357	Vlkoš	13
737528	Vlkov nad Lužnicí	15
368456	Vlkov u Tišnova	11
559468	Vlkovec	15
744250	Vlkovice	15
371153	Vnorovy	15
562116	Voděrady	15
745158	Vodná	15
737627	Vodňany	13
748251	Vochov	15
555508	Vojice	15
758458	Vojkovice nad Ohří	13
339655	Vojkovice nad Svratkou	15

No. by SR 70	Name of station or stop	Category
740258	Vojtanov	13
730952	Vojtanov obec	15
548636	Vojtěchov	15
739128	Volary	13
548693	Volevčice	15
750521	Volyně	13
766956	Vonšov	15
551564	Voračice	15
552067	Votice	13
760728	Vrábče	15
336255	Vracov	15
357129	Vrahovice	15
543264	Vraňany	12
555466	Vrané nad Vltavou	13
560862	Vranice	15
748756	Vranov u Stříbra	15
368753	Vranovice	12
350348	Vratimov	13
551424	Vratislavice nad Nisou	15
560813	Vrátno	15
548362	Vráž u Berouna	13
730721	Vráž u Písku	13
540971	Vražkov	15
353425	Vrbátky	13
548230	Vrbatův Kostelec	15
566166	Vrbčany	15
537365	Vrbičany	15

No. by SR 70	Name of station or stop	Category
541870	Vrbka	15
536979	Vrbno nad Lesy	13
353623	Vrbno pod Pradědem	13
354126	Vrbno pod Pradědem zastávka	15
756320	Vrcovice	15
540740	Vrdy-Koudelov	15
737155	Vrhaveč	15
572008	Vrchlabí	13
551465	Vrchotovy Janovice	15
539007	Vrchoviny	15
752261	Vroutek	13
354423	Vsetín	13
754325	Všechlapy	15
562413	Všejany	15
741256	Všenice	15
532366	Všenory	14
767947	Všeradice	13
556605	Všestary	13
762146	Všesulov	15
530147	Všetaty	13
338756	Všetuly	15
752824	Výheň	15
538793	Výsluní	15
742254	Vysoká Pec	15
552836	Vysoké Mýto	13
553032	Vysoké Mýto město	15
358655	Vysoké Popovice	15

No. by SR 70	Name of station or stop	Category
536599	Vysoké Třebušice	15
335729	Vysoké Žibřidovice	15
368951	Vyškov na Moravě	13
548792	Výškov v Čechách	15
741124	Vyšné	15
747725	Vyšší Brod klášter	15
733428	Záblatíčko	15
534545	Záboří nad Labem	12
739920	Záboří u Číčenic	15
355024	Zábřeh na Moravě	11
355420	Zábřeh na Moravě zastávka	15
764142	Zadní Poříčí	15
532069	Zadní Třebaň	12
368159	Zádveřice	15
364851	Záhlinice	15
353755	Záhorovice	15
756221	Záhoří	13
733550	Záhořice	15
571091	Zahrádky u České Lípy	13
566794	Zahrady u Rumburka	15
563908	Zachrašťany	15
369058	Zaječí	12
547034	Zaječice	15
742320	Zajíčkov	15
545368	Zákolany	15
539965	Zákolany zastávka	15
571299	Zákupy	13

No. by SR 70	Name of station or stop	Category
571398	Zákupy-Božíkov	15
565762	Zalešany	15
542977	Záluží	15
532705	Záměl	15
766659	Zámělíč	15
536938	Zámrsk	12
565267	Zásmuky	13
369157	Zastávka u Brna	13
352120	Zašová	15
751826	Zátoň	15
751925	Zátoň-Boubín	15
331322	Zátor	15
345348	Závada	15
762047	Zavidov	15
731729	Závišín	15
554535	Závratec	15
760348	Zbečno	13
360156	Zboněk	15
369454	Zborovice	13
369850	Zborovice zastávka	15
562660	Zbraslavice	13
733220	Zbudov	15
746958	Zbůch	15
549360	Zbuzany	15
345652	Zbýšov	15
738922	Zbytiny	15
739656	Zdemyslice	15
545210	Zdětín u Chotětova	15
344051	Zdětín u Prostějova	15
731042	Zdice	11
552125	Zdislava	15
554063	Zdislavice	15
369355	Zdounky	13
769752	Zelená Lhota	15
548164	Zeleneč	15
539569	Zeměchy	15
760223	Zlatá Koruna	13
355222	Zlaté Hory	13
550863	Zlenice	15
337550	Zlín střed	13
355156	Zlín-Dlouhá	15
337659	Zlín-Louky	15
337451	Zlín-Malenovice	13
355859	Zlín-Malenovice zastávka	15
337758	Zlín-Podvesná	15
337857	Zlín-Prštné	15
337956	Zlín-Příluky	15
355255	Zlín-U mlýna	15
733121	Zliv	13
537563	Zlonice	13
537662	Zlonice zastávka	15
544262	Zlonín	15
369553	Znojmo	13
348508	Znojmo nemocnice	15
362749	Znojmo-Nový Šaldorf	15
553669	Znosim	15
561365	Zruč nad Sázavou	13
561464	Zruč nad Sázavou zastávka	15
348029	Zubří	15
538462	Zvoleněves	13
339754	Žabčice	15
538090	Žabokliky	13
565960	Žabonosy	15
542175	Žabovřesky nad Ohří	15
572602	Žacléř	15
551598	Žalany	15
551796	Žalany zastávka	15
570093	Žalhostice	13
533208	Žamberk	13
563395	Žandov	15
537795	Žatec	13
537894	Žatec západ	13
538108	Žďár nad Metují	15
540609	Žďár nad Orlicí	15
370155	Žďár nad Sázavou	11
548131	Žďárec u Skutče	13
549030	Ždírec nad Doubravou	13
739458	Ždírec u Plzně	13
536896	Ždov	15
533471	Želeč	15
370650	Želechovice nad Dřevnicí	15

No. by SR 70	Name of station or stop	Category
545491	Želenice nad Bílinou	15
539866	Želenice u Slaného	15
533497	Želénky	14
770354	Železná Ruda centrum	15
770156	Železná Ruda město	15
770255	Železná Ruda-Alžbětín	13
554105	Železnice	15
565820	Železný Brod	13
535898	Želina	15
562769	Želivec	15

No. by SR 70	Name of station or stop	Category
746537	Želvice	15
348847	Ženklava	15
370759	Židlochovice	13
751651	Žihle	13
539536	Žichlínek	14
736256	Žichovice	13
552091	Žim	15
567503	Žireč	15
740159	Žírovice-Seníky	15
561217	Živonín	15

No. by SR 70	Name of station or stop	Category
746735	Životice	15
582395	Žizníkov výhybna	15
537696	Žiželice	15
759324	Žlábek	15
554238	Žlebské Chvalovice	15
554741	Žleby	13
554642	Žleby zastávka	15
760546	Žloukovice	15
733659	Žlutice	13
355727	Žulová	13

Annex "C"
Prices for the Use of infrastructure, financial penalties and incentives related to the use of allocated capacity

Part A
Prices for the Use of a Regional Track Operated by PKP CARGO INTERNATIONAL, a.s., by Train and the Conditions for Their Use

The price for using the rail transport route by train on the Milotice nad Opavou – Vrbno pod Pradědem regional track is for passenger and freight trains calculated according to the following formula:

$C = S_1 \times L + (Q/1000) \times S_2 \times L$ [Kč]

Where

S_1 = 7,90 Kč/vlkm

S_2 = 0,00 Kč/1000 hrtkm

L – train movement distance in kilometres rounded up to full kilometres

Q – gross train weight in tonnes as determined for the freight train as the sum of the weight of rail vehicles in the train and the weight of the load in tonnes rounded up to full tonnes

The cost of using the Milotice nad Opavou – Vrbno pod Pradědem regional rail route by train calculated according to the above formula is excluding VAT.

Part B
Prices for Using Regional Railway Operated by PDV Railway, a.s., by Train and the Conditions of Their Use

The price for using the railway transport route by train on the regional railway routes Sokolov – Kraslice and Trutnov hl. n – Svoboda nad Úpou is calculated for passenger and freight trains according to the following formula:

$C = L \times C_{nákladní1} + L \times C_{nákladní2} \times Q/1000 + L \times C_{osobní} + L \times C_{lokomotivní}$ [Kč]

where:

C = the final cost of using a route by one train for a negotiated transport route;
$C_{passenger}$ = 6.93 CZK/pkm, the final price for the use of the railway transport route by one passenger train for an agreed transport route related to the provision of

operation of the railway route (traffic management) and converted to the price per 1 pkm as the share of the price for part of running costs (traffic management);

$C_{locomotive}$ = 6.93 CZK/pkm, the final price for the use of the railway transport route by one locomotive train for an agreed transport route related to the provision of operation of the route (traffic management) and converted to the price per 1 pkm as the share of the price for part of running costs (traffic management);

$C_{freight1}$ = 36.60 CZK/pkm, part of a component of the final price for the use of the railway transport route by one freight train for an agreed transport route related to part of running costs (traffic management) and converted to the price per 1 pkm as the share of running costs (traffic management);

$C_{freight2}$ = 37.00 CZK/1,000 tkm, part of the component of the final price for the use of the railway transport route by one freight train for an agreed transport route, related to a part of running costs (traffic management) and converted to the price of 1,000 tkm for the respective train type given as a share of the price for part of the running costs (traffic management) per thousand gross tonne kilometres;

L = the length of the route the train travelled in kilometres rounded up to full kilometres

Q = gross train weight in tonnes as determined for the freight train as the sum of the weight of rolling stock in the train and the weight of the load in tonnes rounded up to full tonnes.

Price for using the track does not include the cost of its allocation. Správa železniční dopravní cesty, státní organizace is the capacity allocator at regional railways run by PDV RAILWAY a.s.

The allocation of reserve capacity and own use of a route for movements directly conducting the diagnostics, measurement and maintenance of the railway infrastructure within the actions covered by the means for ensuring the operational availability of the railway is not priced.

The price for use of the railway by train is applicable to public and non-public transport and is determined excluding VAT. The rates for the use of the railway by train are equivalent to all Railway undertakers (hereafter "RU") and the same type of service.

Part C
Prices for Utilisation of National and Regional Railways Operated by Správa železniční dopravní cesty, státní organizace, by Train and the Conditions for Their Application

I. General Information and Pricing Conditions for the Use of the Railway by Train

I.1 Driving all trains on the Správa železnic network shall be subject to the payment of the cost of the use of the railway by train.

I.2. All parameters of the pricing model for the calculation of the price for the use of the train path shall comply with the applicable pricing regulations. The pricing model follows the pricing regulation principles for operations related to the use of railway infrastructure within the minimum access package. Basic information on the principles on which the pricing model was created is the subject of Chapter 6 of the Track Declaration..

I.3. The calculation of the price for the use of the track by train running may include only costs that meet the conditions of direct expense for the operation of railway transport to the extent determined by the valid assessment of the Ministry of Finance. The price is designed as two-component with separate calculation:

(a) for the train itself

(b) using passenger access roads.

In calculating the basic prices for these price components, the costs directly incurred for the operation of rail transport allocated to the individual components were used.

I.4 The costs of maintenance and repairs of fixed traction equipment are not subject to the calculation of the announced price for the use of the railway.

I.5. For the purposes of determining the cost of using a nationwide and regional railway system, a train movement means the movement of one or more rolling stock, including special drive trains, if it is organised as a train movement in the sense of traffic regulations.

I.6 The parameters and application conditions of the pricing model for the calculation of prices for use of the railway by train are binding on the Railway Operator (hereinafter referred to as Správa železnic) and on all legal entities with whom the contract for operation of rail transport on the railway network owned by the Czech Republic operated by Správa železnic was concluded (hereinafter referred to as RU).

I.7. Prices in the context of this Annex "C" are excluding VAT.

II. Price Model

II.1 The resulting cost of the use of the railway by train for a particular train on a track of a given category shall be calculated according to the following calculation formula:

$$\mathbf{C_v = \Sigma C_s + C_{PK}}$$

$$\mathbf{C_s = L \times Z \times K \times P_x \times S_1 \times S_2}$$

where:

C_v = cost of using the railway by train[CZK]
C_s = cost of using the railway by one sub-train [CZK] (see Article IV.3)
L = length of the sub-train movement (see Article II.2)
Z = basic price per 1 train km (see Article II.3)
K = track category coefficient (see Article II.4)
P_x = product factor P_1 to P_5 (see Article II.5)
S_1 and S_2 = specific factors (see Article II.6)
C_{PK} = the cost of using access roads for passengers on a passenger train (see Chapter IV.) [Kč]

II.2 **Length of the sub-train movement L [km]** is calculated for the purposes of calculating the cost of using the railway by train by reference to the topology of traffic points whose position on the track is stated with accuracy of one decimal place in the KANGO network. For verification, RUs can use the DYPOD application, available at the Infrastructure Operation Portal (http://provoz.spravazeleznic.cz/dypod).

II.3 **Basic price Z per 1 train km [CZK/pkm]** means the cost per one passenger kilometre calculated in accordance with the principles set out in Capter I. This price is the same for all trains. For the validity period of this Network Statement, it is 21.50 CZK/pkm.

II.4 **Track category coefficient K** is a combination of factors that, during the period of validity of the annual timetable, affect the quality of the services provided by the RUs on the given track section, partly take into account the demand for capacity allocation in a given section, the ratio of costs incurred for the maintenance of lines of the relevant category in the previous statistical period, or the will of the Railway Operator to support keeping or increasing the range of ordered capacity on the tracks of the given category. The classification of the routes in individual categories is the result of an assessment of their current technical condition, technical equipment and taking into account the demand for capacity allocation on the TEN-T railway network and other tracks. The value of the coefficient for each track category is shown in the following table.

The categories of lines listed in the table and their corresponding coefficient values are used solely for the calculation of the price using the Cs subway train and there is no direct dependence on the categorization of lines according to M01, M02 and M03 maps. The affiliation

of the individual lines to categories 1 to 5 for the purpose of calculating the prices for the use of the train path is given in column 11 of Table B of Annex "B" to this Network Statement.

Coefficient of line category K

Line Category	Coefficient value
1	1,15
2	1,12
3	1,00
4	0,88
5	0,71

In the table, the given track categories and their corresponding coefficient values serve exclusively for the calculation of the prices for the use of the railway by train and there is no direct dependence on the categorisation of the tracks according to map data M01, M02 and M03. The classification of individual tracks in categories 1 to 5 for the purpose of calculating the prices for the use of the railway by train is shown in column 11 of Table B of Annex "B" to this Network Statement.

II.5 **Product factor P_x** is a factor that takes into account the segmentation of the market to services with different price levels. The reason for differentiation is either the direct costs incurred for a type of transport, or the support of the relevant market segment using state funding from the state budget. The following product factors are introduced in the pricing model:

P_1 – Passenger traffic

P_2 – Freight traffic non-specific

P_3 – Freight traffic within the collection and delivery system of individual train shipments

P_4 – Combined freight traffic

P_5 – Freight traffic – non-standard trains

The conditions for using the appropriate product factor in calculating the price for a particular train are covered in Chapter III. A single product factor is assigned to each train.

Individual product factors gain the following values:

Product factor P_x

Product factor	Product factor value
P_1	1,00
P_2	1,00
P_3	0,30
P4	0,65
P_5	2,00

II.6 **Specific factor S_x** is a factor whose purpose is to take into account in the price of the sub-train its composition or the wear and tear effects of the track. Corresponding values of both established specific factors are assigned to each sub-train in the calculation formula. The conditions for assigning values of specific factors to individual sub-trains are covered in Chapter III. The following specific factors are introduced in the pricing model.

II.6.1 S_1 – Track Wear Coefficient Depending on the Total Weight of the Train

This specific factor reflects the different track wear by trains of different weights. Total train weight [t] means the sum of the weights of all train vehicles including the weight of the passengers or the load rounded up to full tonnes. The specific factor values are set for the given total train weight range.

Track Wear Coefficient Depending on the Total Weight of the Train – S_1

Weight interval [t]	Value S_1	Weight interval [t]	Value S_1
do 49	0,42	1000 až 1199	2,77
50 až 99	0,49	1200 až 1399	3,36
100 až 199	0,59	1400 až 1599	3,88
200 až 299	0,76	1600 až 1799	4,36
300 až 399	0,94	1800 až 1999	4,89
400 až 499	1,14	2000 až 2199	5,37
500 až 599	1,34	2200 až 2399	5,92
600 až 699	1,50	2400 až 2599	6,39
700 až 799	1,76	2600 až 2799	6,88
800 až 899	2,03	2800 až 2999	7,30
900 až 999	2,31	nad 3000	8,35

II.6.2 S_2 – Equipment Coefficient of an Active Drive Vehicle in a Train with ETCS Signalling Block System (Level 2 or Higher)

Considering the fact that the support for the deployment of a signalling block system is aimed to be introduced to the widest extent, trains with active drive vehicles equipped with this device are favourably priced even when driving on track sections without a stationary part of the ETCS system. The price advantage does not apply to control cars. The amount of the price advantage in the price model takes into account the fact that, in accordance with Directive 2012/34/EU, the owners of drive vehicles with the ETCS equipment are provided with additional support from the state budget. Specific factor values S_2 are listed below. The value for the equipped vehicle is assigned to every train in which there is at least one active drive vehicle with ETCS, Level 2 or higher and does not change with the number of vehicles equipped this way. For assigning the S_2 value to respective vehicles with ETCS, Level 2 or higher, the entry in the IS REVOZ (Information System of the Registry of vehicles) (ticked "ETCS Price for using the railway by train in the "Vehicles" tab) is decisive, with the entry made at the request of the RU or the owner of the vehicle. New S value$_2$ is taken into account from the date of entry of the information into the IS REVOZ. The retroactivity of the information is not permissible. A RU that operates a vehicle of another owner is obliged to verify that the vehicle of the relevant inventory number has the information on ETCS equipment in the IS REVOZ to claim the entitlement of the more advantageous S_2 value. Substitution of this information by a mere reference to the equipment of other vehicles of the same series is not permissible.

Equipment Coefficient of an Active Drive Vehicle in a Train with ETCS Signalling Block System (Level 2 or Higher) S_2

Equipment of a Drive Vehicle with ETCS Level 2 or Higher	S_2 specific factor value
Non-equipped drive vehicle	1,00
Equipped drive vehicle	0,90

III. Operating and Technical Conditions Affecting the Calculation of Prices

III.1 Mode of showing performance parameters for the calculation of the price for using the railway by train is governed by SŽDC Is 10.

III.2. The cost of using the railway by train corresponds to its actual composition, as determined by the information systems or train control, performed by Správa železnic.

III.3. For calculating the resulting prices for using the railway by train, the actual travelled track is decisive and, in the case of a passenger train, the planned number of stops at the boarding and / or disembarking points of passengers. In the event that a train has been on a diversion route for reasons on the part of Správa železnic, Správa železnic shall proceed in accordance with the provisions of Commission Implementing Regulation (EU) 2015/909, Article 5, paragraph 4.

III.4 A passenger train for the purpose of determining the price for use of the railway by train is a train that has been assigned product factor P_1 in the Information System for Calculation of Price for Use of the Railway (hereinafter referred to as the IS KAPO). A freight train for the purpose of determining the cost of using the railway by train is a train that has been assigned one of the product factors P_2, P_3, P_4 or P_5 in the IS KAPO. The basic criterion for the admissibility of the assignment of the product factor to a train is the type of the train corresponding to the classification according to SŽDC D1, Articles 2206 to 2212 and listed in the header of the relevant train in the IS ISOŘ (Information System of Operations Management). The correctness of the declared type of the train is the responsibility of the RU that stated it in the request for allocating the track capacity and with regard to the required assignment of the correct product factor, it is required to check whether the train type specified by the allocator in the data timetable corresponds to the required composition and purpose of the train management. If it is found during the processing of outputs in IS KAPO by its attendant that the train (Sv) has driven only the traction vehicle (except the motor car or traction unit) in its entire route, its product factor will be changed to P_2.

III.5 **Conditions for Calculating the Final Price for Using the Railway by Train Using Product Factors P_3 or P_4**

In order to support the development of selected segments of the market in the railway freight traffic, Správa železnic announces different prices for the use of the railway by train, which are available in an equal and non-discriminatory way to all national and regional railway RUs operated by Správa železnic. For trains that meet the conditions below, the resulting price shall be calculated using product factor P_3 or P_4.

III.5.1 Conditions for the conversion of the basic price for use of the railway by train by the product factor$_3$ – <u>freight transport within the collection and delivery system of individual train shipments</u>

- Product factor P_3 shall be used for the following types of freight trains from the annual timetable and its regular changes or introduced on the basis of a positively assessed request for long-term ad hoc allocation of rail capacity if these trains are part of the collection and delivery system of the individual train shipments of the RU that asked for the assignment of product factor P_3 :
  a) regular handling and siding trains,
  b) selected regular national freight trains for the transport of individual wagon loads between train-making stations on infrastructure operated by Správa železnic in which the train is reprocessed,
  c) selected regular international freight trains for the transport of individual wagon loads between train-making stations where the train is reprocessed,
- The assignment of product factor P3 for specific trains must be discussed by the carrier in writing with Správa železnic's Commercial and Contractual Relations Department.
  In the case of trains according to the annual timetable and its changes, the carrier submits a list of trains stating their number and starting and destination points on the Správa železnic network..
  In the case of individual ad hoc applications with the product, the long-term request of the RU shall indicate either a list of trains indicating their number (if already assigned) or a list of registration numbers of requests for allocation of individual railway capacity. In both cases, it indicates the starting point and final destination in the Správa železnic network.

  Each train must include information demonstrating its competence for the RU's collection and delivery system (this may include an extract from the train-making plan, an overview of continuity of trains in the freight and delivery system of individual shipments, resource information and load determination at stations where the train is supposed to manipulate, etc.). The list must be sent by the RU to O5 Správa železnic in deadlines corresponding to the dates of submission of applications for the track capacity allocation (Chapter 4.3.1.8 or the first paragraph of Chapter 4.3.2 of this Network Statement). The actual assignment of the track capacity to the respective train is not a representation of the Správa železnic's consent with the assignment of product factor P_3.

  If the system of internal communication of the infrastructure manager does not give the approval of the department of trade and contractual relations of Správa železnic with the assignment of the product factor P_3, the applications will be rejected by the infrastructure capacity allocator.

- Track numbers of trains according to the annual timetable, or changes thereof, which are, according to the negotiated list, intended for trains with product factor P_3, may not be used by the RU for routes of other relations. If the route number according to the negotiated list has been used by the RU for another relation, the RU loses the entitlement to product factor $P_{3.}$
- Application of product factor P_3 is not permissible for trains which ran composed of only one or more of drive vehicles.
- Application of product factor P_3 is not permissible for trains for which the train composition report in the IS ComposT (Information System of Composition of Trains) has not been acquired.

III.5.2 Conditions for conversion of the basic price for the use of the railway by train by product factor P_4 – combined freight traffic

- Product factor P_4 shall be used for freight trains composed exclusively of drive vehicles and towed vehicles for combined transport units (laden with these units or empty).
- The RU shall inform of the requirement on assigning product factor P4 for a particular train in some of the following ways:
    a) Before the entry into force of the 2021 annual railway guide or its amendments, the RU shall submit to the Commercial and Contractual Relations Department of Správa železnic a list of scheduled trains for the annual timetable which are intended for combined transport and for which it shall claim the application of product factor P_4.
    b) When ordering an ad hoc train to be granted the application of product factor P_4, the RU shall indicate product factor P_4 in the ISOŘ KADR (Construction of an Ad Hoc Railway Guide) information system in the "Train Route Parameters" tab, section "Other data / Product Factor".
- Application of product factor P_4 is not permitted for a train that has been composed of only one or more traction vehicles, except for a train where the allocated route includes the driving of an incoming or outgoing traction vehicle and the share of unladed journeys in the total length of the allocated route is less than 50%.
- Application of product factor P_4 is not permissible for trains for which the train composition report in the IS ComposT has not been acquired.

III.6 Application of product factor P_5 freight traffic – non-standard trains

- From the point of view of assigning the corresponding product factor, trains run for testing rail vehicles at a speed higher than line vehicles or vehicles with the axle weight greater than that prescribed for the section of the track are considered non-standard, or if driving requires special transport measures or non-standard operations (e.g. extra measurement or check of the track, guarding of crossings, etc.). The calculation of the price for a non-standard train is carried out by applying product factor P5 freight traffic – non-standard trains.

IV. The cost of using access roads for passengers on a passenger train

IV.1 For the price of using access roads for passengers in a passenger train (hereinafter referred to as the price for access roads) is the price for services provided within the minimum scope and content of services and forms a separate component of the regulated price for the use of track by train.

For the price of access roads, the Správa železnic provides all carriers with a service consisting in enabling their traveling clientele to access passenger trains. The price is calculated on the basis of costs directly incurred for the operation of access roads, listed in point No. 6 of the Annex to Decree No. 76/2017 Coll., On the content and scope of services provided to carriers by the railway operator and service facility operators. In the conditions of the network operated by the Správa železnic, these are costs directly related to the operation, maintenance, lighting and cleaning:

- platforms, including their roofing, lighting and equipment with benches, seats, luggage storage areas and waste bins,
- crossings, underpasses, overpasses, footbridges, corridors, staircases and pathways intended for passengers to access the platform, including their roofing and lighting,
- lifts, escalators, elevators and means to ensure barrier-free access to the platform,

- signs with station names and train directions.

The costs used to calculate the price for access communications do not include any costs associated with:

- indoor or outdoor areas and facilities of railway stations and stops that do not serve exclusively for passenger access to the platform, even when passengers pass through them (halls, corridors, corridors and stairs inside buildings, passages through publicly accessible outdoor zones of railway stations; lifts, escalators, elevators and means to ensure barrier-free movement between the interiors of railway stations and stops),
- car parks, boarding and alighting points for means of transport by which passengers arrive before boarding the train or depart after leaving the train,
- areas and equipment for storing bicycles,
- fire and safety protection equipment,
- sanitary facilities for passengers,
- information boards and equipment beyond the provision of basic orientation on arrival and departure from platforms,
- waiting rooms, benches, seats, storage areas and rubbish bins located outside the platform,
- premises and facilities for the storage or handling of luggage,
- mobile lifting devices designed to allow barrier-free movement between the platform and the train,
- devices for WIFI data transmission,
- any other premises and facilities that are charged outside the minimum scope and content of the services.

IV.2. The price for access roads shall be calculated for each specific train according to the following calculation formula:

$\boldsymbol{C_{pk} = \sum_{n=11}^{n=15}(Z_n^{pk} \times m_{pk} \times N_{zn}), kde:}$

C_{pk} = the cost of using access roads for passengers on a passenger train [Kč]

$\boldsymbol{Z_n^{pk}}$ = basic price for one scheduled stop of a passenger train for boarding and / or disembarking of passengers at railway stations and stops of category "n" [CZK / stop]

m_{pk} = train weight for calculating the cost of using passenger access services on the passenger train [t] (see Article IV.4)

N_{zn} = the planned number of stops of a passenger train for boarding and / or disembarking passengers at "n" category railway stations and stops (see Article IV.2)

IV.3 All railway stations and stops on the Správa železnic network are for the purpose of calculating the price for access roads divided into 5 categories marked 11 to 15. Categorization of railway stations and stops is performed according to their availability of access roads.

The criteria for the division of railway stations and stops into individual categories, the enumeration of categories and the affiliation of railway stations and stops to individual categories are subject to Table C of Annex "B" to this Rail Declaration. The categorization of railway stations and stops for the purpose of calculating the price for access roads has no connection with the categorization of tracks.

In some railway stations, access of passengers to the train is enabled not only through the access roads of the Railway Administration, but also through the service facilities operated by České dráhy, a.s. The list and description of these service facilities, the method of ordering the services provided through them and the scope of charges are published on the website of České dráhy, a.s. http://www.ceskedrahy.cz/nase-cinnost/ostatni-cinnosti-a-servis/zarizeni_sluzeb/-29800/. Costs for service facilities operated by České dráhy, a.s. are not included in the costs on the basis of which the Railway Administration has set the price for the use of access roads for passengers in the passenger train. The equipment of the railway station with service facilities operated by České dráhy, a. S. Has no effect on the classification of the railway station into the relevant category in the sense of the first and second paragraphs of this article. The Railway Administration is not responsible for the accuracy and

updating of information on the nature, scope and prices of services published on the website of České dráhy a.s.

IV.4 **The basic price for a planned train stop for passengers boarding and / or disembarking** Z_n^{pk} [CZK / stop] is the price for one passenger train stopping for boarding and / or disembarking passengers calculated in accordance with the principles set out in Chapter I. The following basic prices apply for the period of validity of this Statement of Railways and for individual categories of stations and stops:

Categories of stations and stops for access charges „n"	Basic price Z_n^{pk} [CZK/stopí*t]
11	0,08
12	0,09
13	0,05
14	0,04
15	0,06

IV.5 **Train mass for price calculation using passenger access roads in passenger train mpk [t]** is the total train mass (see clause II.6.1) less the mass of active traction units without the possibility to carry passengers according to REVOZ and rounded up to the nearest tonne. The source of information about the vehicles included in the train is data obtained by the carrier in IS ComposT in accordance with the rules specified in the SŽDC Is 10 regulation.

IV.6 **The planned number of train stops for passenger get-in and get-off N_{zn},** which is decisive for the calculation of the cost of using the access roads for passengers on the passenger train, corresponds to the parameters of the allocated train path.

V. Processing Information in the IS KAPO Computational System and Approval of Invoiced Performances and Prices for Use of the Railway by Train

V.1 Calculation of prices for the use of the railway by train is performed through the Správa železnic IS KAPO computational system for all trains that ran in the billing period under review. The initial supporting materials are the data on the ordered train route; the timetables issued the parameters of the actual train running and the planned number of passenger train stops for passenger get-on and get-off. These documents are imported to the IS KAPO from operational information systems (details are contained in SŽDC Is 10). The acquirer (RU) is responsible for accuracy of the data entered into the Správa železnic computational system, including the application requirement of product factor P_3 or P_4.

V.2 The sub-train is the object of the output information from the IS KAPO which arises from each new combination of a train number, track category coefficient and one or more specific factors. The sub-train is the only object whose parameters can be put into the formula for calculating the cost of using the railway by train. The sub-train does not serve to record the number of train stops and to calculate the cost of using the access roads for passengers on the passenger train.

V.3 Approval of invoiced performances and prices for access roads and bonuses for cars upgraded to reduce noise emissions between Správa železnic and the RU shall be made on the basis of outputs from the IS KAPO, i.e. either on the basis of a working delivery note or through a web application which allows additional check of editing of individual data both by an IS KAPO operator and the RU. Details are shown in SŽDC Is 10. The periodicity of the approval of the data in the working delivery note during the calendar month results from the agreement between an IS KAPO operator and a RU's authorised employee and corresponds to the amount of approved data (volume of realised outputs). Irrespective of the number of delivery bills per calendar period, the final delivery will always be used with a delivery note of all the train data that was within the scope of the carrier during the entire calendar month.

V.4 Settlement of comments in the IS KAPO web application is considered as a formal reconciliation of invoiced outputs and prices before data authorization and preparation of documents for invoice issuance. In the event that the carrier's delivery note circulates by 24:00 on the 10th day after the end of the invoiced month, the carrier shall either approve the

performances and prices or shall notify the reasons for refusing to do so in writing. If Správa železnic insists on the correctness of the proposed documents for invoicing, the procedure of both contracting parties shall follow the generally applicable legal regulations after issuing and sending the invoice.

V.5 After expiry of the time limit set out in Article IV.4, the IS KAPO operator shall execute the data authorisation for the relevant billing period and enter into the information system an instruction to produce a monthly summary of invoiced prices broken down by individual product factors that were assigned to trains of the respective RU in the billing month. The summary also includes the cost of access communications. The monthly summary report is shipped to the RU with the invoice.

Part D
Penalties for Unused or Denied Allocated Capacity of the Nationwide and Regional Railways Operated by Správa železniční dopravní cesty, státní organizace

I. General Information and Conditions for the Determination of Penalty for Unused or Denied Allocated Capacity

I.1. The grounds on which Správa železnic charges the applicant with a penalty for unused or denied allocated capacity are given in Chapters 6.4.1 and 6.4.2 of this Network Statement.

I.2 Správa železnic shall monitor in its information systems the extent of the unused or denied allocated capacity of each of the applicants to whom the capacity has been allocated. If it finds that the RU has not used or denied the capacity for the reasons set out in Article I.1, it shall send the applicant an overview of unused capacity from the IS KAPO containing the details of the individual routes, including the calculation of corresponding amount of the penalty to be invoiced. Possible objections based on factual reasons can be claimed by the applicant within 5 business days after receipt of the report.

II. Invoicing a Penalty for Unused or Renunciation Allocated Capacity

Správa železnic invoices the applicants for penalties for unused or renunciation of allocated railway capacity on a quarterly basis (for details see chapter 6.7.3). Attached to the invoice is a summary of the penalty for unused or renounced allocated capacity for each month in which the penalty is imposed.

III. Calculation of the Penalty

The amount of the penalty for unused or denied allocated capacity is determined by the product of the length of the route in km (to 1 decimal place) and the penalty rates in CZK/km for each type of transport and the category of the track in accordance with Chapter. IV. In an attempt to motivate the RU to reject the capacity even in less than a month before the train runs, Správa železnic announces incentive penalty coefficients for unused or denied allocated capacity, at the rate indicated in Chapter V. The time limits referred to in Chapter V are calculated in hours from the hour and minutes of departure from the first point on the Správa železnic network according to the assigned timetable. The resulting penalty for unused or denied allocated capacity is the sum of the partial penalties calculated for parts of the route on sections of the track with different categorisation multiplied by the appropriate coefficient according to the time limit for waiving the capacity referred to in Chapter. V.::

$$\mathbf{S = M_x \times (L_1 \times N_1 + L_2 \times N_2 + L_3 \times N_3 + L_4 \times N_4 + L_5 \times N_5)} \qquad \mathbf{[Kč]}$$

where:

S	the resulting amount of the penalty for unused or denied capacity
M_x	incentive coefficient (see Chapter V.)
L_x	the length of train route according to each category of the railway (see Part C, Article II.4)

N_x Rate of penalty for unused or denied allocated capacity (see Chapter IV.)

IV. Rates of Penalties for Unused or Denied Allocated Capacity

Rates of Penalties for Unused or Denied Allocated Capacity

Rate	Assignment	CZK/1 trainkm
N_1	Passenger and freight transport, track category 1	7,00
N_2	Passenger and freight transport, track category 2	7,00
N_3	Passenger and freight transport, track category 3	7,00
N_4	Passenger and freight transport, track category 4	6,40
N_5	Passenger and freight transport, track category 5	5,00

V. Motivační koeficienty sankce za nevyužitou nebo odřeknutou přidělenou kapacitu

Incentive Penalty Coefficients for Unused or Denied Allocated Capacity

Coefficient	Capacity denial deadline	Value
M_1	30 a více dní před jízdou	0,00
M_2	Méně než 30 ale 7 a více dní před jízdou	0,25
M_3	Méně než 7 ale 3 a více dní před jízdou	0,50
M_4	Méně než 3 dny před jízdou	1,00

Part E
Bonus for Cars Modernised to Reduce Noise Emissions

I.1. In accordance with the European Commission's Implementing Regulation (EU) 2015/429 of 13 March 2015, Správa železnic for the Timetable 2020 admits bonuses to RUs for the use of modernised freight vehicles to reduce noise emissions in the amount of CZK 0.10 per axle and travelled kilometre [akm]. The calculation of the bonus shall be made from performances completed from 1 January 2020.

I.2. The condition for granting a bonus for using a modernised car is:

- obtaining the right and unique train composition in the IS ComposT,
- its registration in the IS REVOZ, established on the basis of an application submitted by the RU or the owner of the vehicle and stating that it is a vehicle modernised to reduce noise emissions under the conditions set out in the European Commission Implementing Regulation (EU) 2015/429 of 13 March 2015. The calculation of the bonus cannot be made for performances completed before the date of registration of the required information into the IS REVOZ. A RU operating a vehicle of another owner is obliged to verify the status of the record in the IS REVOZ for making a claim for the bonus .

I.3. The bonus for using modernised freight cars is calculated according to the following formula:

$$\mathbf{B_{EH} = \Sigma B_{EHV}}$$

$$\mathbf{B_{EHV} = N_v \times L \times 0{,}10}$$

where:

B_{EH} = the amount of the bonus for the RU for using modernised freight cars in all its trains that ran in the monitored billing period [CZK]

B_{EHV} = the amount of bonus for using modernised freight cars in one sub-train [CZK]

N_{in} = the sum of the axle counts of all modernised freight cars detected by the information system in the sub-train [axles]

L = length of the ride of the sub-train agreed upon when calculating the price for the use of the runway by its ride [km]

I.4. The bonus for the use of modernised freight cars is paid to RUs for a calendar month in which the movements of trains with modernised cars in the Správa železnic network were registered. Bonus payment is increased by the respective amount of VAT.

I.5. On a monthly basis, Správa železnic sends an overview of the performances of the modernised freight cars and the amount of the bonus awarded to the RUs.

Annex "D"
Performance scheme

This Annex regulates the level of penalties and the conditions for their application under the performance scheme.

Part A

Performance scheme on the Regional Railway Operated by PKP CARGO INTERNATIONAL a.s.

As a Railway Operator, PKP CARGO INTERNATIONAL, a.s. announces a performance remuneration system for the Milotice nad Opavou – Vrbno pod Pradědem regional railway which aims to motivate Carriers and Railway Operators to minimise deficiencies in the operation of rail transport on the respective line. The introduction of the performance remuneration system is determined by the Carrier's commitment to accept the system.

Terms of Application and Level of Penalties

Both the Railway Operator and the Carrier are obliged to discuss each applied penalty in advance before the end of the calendar month following the respective calendar month in which the reason for application of the penalty arose.

Penalties for Disruption of Operation of the Rail Transport (Railway Operator)

If the disruption of operation of the rail transport is in line with the cause according to Section 4(1) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers, and is the cause of the delay of the respective Carrier's train more than 90 minutes, the Operator is obliged to pay the Carrier a penalty of **CZK 200** for each such delayed Carrier's train on that route and a penalty of **CZK 1,000** for the delay of all Carrier's trains in a given month on a given route, if the total of delayed trains in a given month delayed for more than 90 minutes is **900 minutes**. Carrier's trains that cannot be operated within the time of a closure (planned or extraordinary) discussed with the Carrier within the approved plan of limitation of the railway operation or its part according to Article 23c(1) of Act No. 266/1994 Coll., on Railways, are not considered delayed in the sense of the above and it is not therefore possible to apply a penalty for disruption of operation of the rail transport. However, the Railway Operator shall not be liable for disturbing the operation of the rail transport caused by a defect on the part of another Railway Operator pursuant to Section 4(1)d) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers, and therefore it is not possible to apply a penalty for disruption of operation of the rail transport for delayed trains.

Penalties for Disruption of Operation of the Rail Transport (Carrier)

If the disruption of the operation of rail transport is the cause according to Section 4(2) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers, and if it is the cause of delay of the respective train of any Carrier over 90 minutes, the Carrier is obliged to pay the Railway Operator a penalty in the amount of **CZK 200** for each train of any Carrier so delayed and a penalty in the amount of**CZK 1,000** for delays of trains of each Carrier on a given route in a given month, if the total delays of all the trains of that Carrier in the given month delayed for more than 90 minutes, is **900 minutes.**

However, neither the Operator nor the Carrier is liable for the delay caused by a cause under Section 4(3) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers. These causes are not subject to penalties for disruption of operation of the rail transport.

Part B

Performance scheme on the Regional Railways Operated by PDV RAILWAY a.s.

As the Railway Operator, PDV RAILWAY, a.s. announces for the regional railways Sokolov – Kraslice and Trutnov hl. n. – Svoboda nad Úpou a performance remuneration system that is designed to motivate the Carrier and the Railway Operator to minimise deficiencies in operation of the rail transport on the respective line. The introduction of the performance remuneration system is determined by the Carrier's commitment to accept the system.

I. Conditions of Application and Level of Penalties

The Railway Operator and the Carrier are obliged to discuss each penalty in advance before the end of the next calendar month following the respective calendar month in which the reason for application of the penalty arose.

II. Penalties for Disruption of Operation of the Rail Transport (Railway Operator)

If the disruption of the operation of the rail transport corresponds to the cause according to Section 4(1) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers, and is the cause of the delay of the Carrier’s respective train over 10 minutes, the Operator is obliged to pay the Carrier penalty in the amount of CZK 200 for each such delayed train of the Carrier on a given line and a penalty in the amount of CZK 1,000 for the delay of all trains of the Carrier in a given month on the given line, if the total of delayed trains in a given month, delayed for more than 10 minutes, is 900 minutes. Carrier's trains that cannot be operated within the time of a closure (planned or extraordinary) discussed with the Carrier within the approved plan of limitation of the railway operation or its part according to Article 23c(1) of Act No. 266/1994 Coll., on Railways, are not considered delayed in the sense of the above and it is not therefore possible to apply a penalty for disruption of operation of the rail transport.

However, the Railway Operator shall not be liable for disturbing the operation of the rail transport caused by a defect on the part of another Railway Operator pursuant to Section 4(1)d) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers, and therefore it is not possible to apply a penalty for disruption of operation of the rail transport for delayed trains.

III. Penalties for Disruption of Operation of the Rail Transport (Carrier)

If the disruption of the operation of rail transport is the cause according to Section 4(2) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers, and if it is the cause of delay of the respective train of any Carrier over 10 minutes, the Carrier is obliged to pay the Railway Operator a penalty in the amount of CZK 200 for each train of any Carrier so delayed and a penalty in the amount of CZK 1,000 for delays of trains of each Carrier on a given route in a given month, if the total delays of all the trains of that Carrier in the given

month delayed for more than 10 minutes, is 900 minutes. However, the Carrier is not responsible for any disruption of the operation of the rail transport caused by a defect on the part of another Carrier pursuant to Section 4(2)c) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers, and it is not therefore possible to apply a penalty for disruption in the operation of the rail transport for delayed trains.

However, neither the Operator nor the Carrier is liable for the delay caused by a cause under Section 4(3) of Act No. 76/2017 Coll., on the Content and Scope of Services Provided by Carriers. These causes are not subject to penalties for disruption of operation of the rail transport.

Part C

Performance scheme on the nationalwide and Regional Railways Operated by Správou železniční dopravní cesty, státní organizací

In accordance with the Act on Railways and Act No. 76/2017 Coll., Správa železnic monitors and evaluates, in cooperation with the Carriers, the specific causes of the disruption of the operation of the rail transport. The information system ISOŘ (Information System of Operations Management) (hereinafter referred to as "IS ISOŘ") is designed to monitor and reconcile the causes of disruption of the operation of the rail transport between Správa železnic and the Carrier.

During the 2021 timetable, the system for reporting the causes of disruption of rail transport operations, including sanction payments, described in this chapter, is operated without the application of financial amounts. The basic sanction rates for this operation are set at zero. Therefore, Správa železnic, the carrier and the Arbiter shall not be entitled to any penalty payment under this Chapter for the entire duration of such operation. The applicable sanction rates are foreseen during the period of validity of the timetable 2022.

From the day of commencement of the module for reconciliation of the causes of disturbance of the operation of the rail transport in routine operation, Správa železnic, based on the request of the Carrier, shall enable the data communication of this module with the Carrier's information system. Data communication will be conducted according to the TAF/TAP TSI (Delay Cause Message) procedures.

1 Determining the Causes of Disruption of the Operation of the Rail Transport

1.1 Examining the Causes of Disruption of Rail Transport Operation Between Správa železnic and the Carrier

Coding of causes of delays by Správa železnic operational staff takes place in the respective SPIS applications with subsequent output to the IS ISOŘ. The cause must be determined for each disruption of the rail transport operation from 1 minute increment of the train delay.

Each increment of the train delay is assigned to the responsibility of Správa železnic, the Carrier or other causes based on the code of the cause of the delay. Codes are defined in Annex 2 to Regulation SŽDC D7, which is in accordance with Act No. 76/2017 Coll., Section 4. Information on the increment of delay for each train and its causes is transmitted on-line to the Carrier for reconciliation.

The operator shall make available to the carrier the assigned delay codes for each case first

a) three hours after passing the point - if a Carrier's liability code is assigned;
b) 24 hours after passing the point - in case of assigning the responsibility code Operator or Others.

The reconciliation or non-reconciliation of the cause of the delay of each train by the Carrier is possible within 10 working days after assignment of the delay code at a given point of the train route. If the Carrier fails to give reasons for delays within this time limit, the codes for the causes of delays are deemed to be agreed by the Carrier. Possible disagreement of the Carrier is verified by Správa železnic, in the case of accepting the position of the Carrier, the delay code is modified, if not confirmed. This opinion is considered final.

For the final opinion, after every five calendar days from the assignment of the delay code at a given transport point, it is also considered to be any cause of disruption of the operation of the rail transport, to which the Carrier did not comment in the IS ISOŘ.

1.2 Dispute Resolution

If the carrier disagrees with Správa železnic's final opinion, it shall record its disagreement within 10 working days of the final opinion in the IS ISOŘ and Správa železnic will assess the disputed case and discuss it within 45 days. The following conditions may occur - Správa železnic:

a) Agree - end the case.
b) Chooses a compromise - updates the original proposal and creates a new violation.
c) Disagrees - insists on the original proposal.
d) Idle - after 45 days automatic change of the violation code to D2 (responsibility of the Operator) and termination of the case.

In the case of letters b) and c), the carrier shall again comment on the proposal. The following cases may occur - Carrier:

a) Agree - end the case.
b) Disagrees - change of opinion to "hand over to the Arbiter".
c) Idle - automatic consent after 10 days and termination of the case.

If the carrier fails to record any disagreement within ISIS, the final position is confirmed.

In exceptional cases, RIA has the possibility to reopen any case of liability for delays. In this case, however, all the procedure (including deadlines for comment) must be maintained as in the new case.

Disputed cases are continuously referred to Správa železnic by the Arbiter. The time limit for resolving these cases by the Arbiter is 10 working days.

Správa železnic shall pay for each determined case to the Arbitrator in the amount of 1 x A. The Carrier shall pay a penalty of 1 × A for each disputed case to Správa železnic decided by the Arbitrator in favour of Správa železnic. If the Arbitrator's decision is unequivocal in favour of the Carrier or Správa železnic, the Carrier shall pay a penalty of 0.5 × A to Správa železnic. If the Arbitrator fails to decide the case within 10 business days, the Arbitrator pays a penalty of 2 × A to Správa železnic and Správa železnic shall pay a penalty of 1 × A to the Carrier. The calculation period is a calendar month.

If the Arbitrator does not decide the case within 10 business days without its own fault, no penalty shall be paid. However, in such a case, the Arbitrator is obliged to prove to Správa železnic and to the Carrier the reasons which made it impossible for him to make a decision.

In the cases decided by the Arbitrator, the Správa železnic shall adjust the record in the IS ISOŘ according to the result of this decision if the Arbitrator has not decided the case within the stipulated time limit, Správa železnic shall designate it in IS ISOŘ as the increase of the delay caused by other causes. This solution to the disputed case is considered to be a confirmed final position.

By applying the procedure set forth in the preceding paragraph, neither the right of the Carrier nor Správa železnic to bring the dispute to the appropriate court of the Czech Republic shall be affected.

2 Inclusion of Trains into the Performance Sheme

The passenger transport trains that arrive at the last point of the Správa železnic network delayed for more than 15 minutes and the freight trains that arrive at the last point on the Správa železnic network delayed for more than 60 minutes are included in the penalty regime. In order to determine whether it is a passenger train or a freight train, the type of train at the last point of the Správa železnic network and the division of the types of trains to passenger and freight in the Internal Regulation of SŽDC D1 of the Railway Operator are decisive.

Penalties shall not apply for delays incurred on the network of a neighbouring infrastructure manager.

In order to be included in the sanction regime, the increase in delays on the Správa železnic network is not significant, but the resulting delay at the last transport point on the Správa železnic network, regardless of any train delay when entering from other infrastructure. Once a train is included in the sanction system, the responsibility for increasing the delay between neighbouring transport points on the Správa železnic network in the direction of travel from the 1 minute increment of the delay of this train is essential for calculating the penalty amount and determining the level of liability.

The sanctioning regime does not include:

- trains that reach the last point on the Správa železnic network with a lead,
- trains in residual capacity,
- denied trains.

3 Penalties for Disruption of the Rail Transport Operations

The evaluation and calculation of the disruption of the rail transport operation takes place in two phases.

1. **Evaluating the Carrier's Individual Movements, Calculating the Amount of the Penalty:**
    - Each train of a given Carrier included in the penalty regime is evaluated separately.
    - For each train, increments of delays incurred during the train movement from Správa železnic's liability and increments of delays incurred during the train movement from the Carrier’s liability are counted separately. The increments of delays generated during the train movement from other causes are not taken into account.
    - The amount of the penalty shall be calculated as the difference between the sum of the increments of delays incurred during the train movement from the liability of one party and the amount of delay increments generated during the train movement from the liability of the other party, the parties being understood to be Správa železnic and the Carrier, multiplied by the rate per minute of delay. The amount of this penalty is the same for Carriers as for Správa železnic. The rate per minute of delay is set 1 × B per minute of delay for the Timetable 2021.
    - The calculation period is a calendar month.
2. **Evaluating All the Movements of the Carrier, Determining the Level of Responsibility:**
    - The number of trains of a given Carrier included in the penalty regime is compared with the number of all the trains of that Carrier in a given calendar month.
    - If the number of trains included in the penalty regime is greater than or equal to 20%, the party responsible for 60% of minutes or more of the

delay increments of all trains included in the penalty regime in a given calendar month shall pay a penalty to the other party. The amount of this penalty is the same for Carriers as for Správa železnic and it is 1 × C for the Timetable 2021.

- The calculation period is a calendar month.

4 Basic penalty rates

Basic penalty rates

Process	Symbol	Rate
Dispute Resolution	A	CZK 0
Evaluation of the Carrier's individual movements	B	CZK 0
Evaluation of all Carrier's movements	C	CZK 0

Annex "E"
FORM FOR NATIONAL PATH STUDIES AND REQUESTS

Vedoucí dopravce		č.

Nákladní doprava	

Osobní doprava	

Období JŘ	

Název jednání, datum, místo	

Datum :	

Studie trasy	

Žádost o trasu	

Nabídka trasy	

Detailní název příloh

Typ žádosti	
Nová žádost	
Změna v průběhu konstrukce jízdního řádu	

Trasa vlaku

Komentář

Část dopravců

1. Požadované časy a parametry vlaku:

Druh vlaku (kombinovaná doprava, jednotlivé zásilky):	Číslo vlaku nebo jiná identifikace:
	Jméno vlaku (existuje-li):
Kalendář jízdy (specifikace dnů od 1 do 7 a období platnosti)	

2. Podrobný popis požadované trasy

Směr vlaku
Z: Do :

Pč.	Č. vlaku	Čas příjezdu	Čas odjezdu	Stanice/dopr. bod	Parametry vlaku:	Jméno žadatele pro každý úsek trasy
					Max rychlost (km/h) Celk. Délka (včetně HV) Hmotnost(t) Nápr. tlak Hmotnost/metr (t) Řada HV Průjezdný průřez Způsob brzdění Brzdící (%) Přemostění záchranné brzdy Druh zastavení (Úkony, doba pobytu …)	

3. Podrobnosti složení vlaku

Číslo vlaku nebo jiná identifikace

Čelo vlaku z

Pč	Žadatel	Pozn.	Řada vozu	kód	Poř. Číslo	Číslo železnice	Z vlaku	Předchozí trasa	Z	Do	Navazující trasa	Na vlak	EWP č.

Poznámky

4. Časy pro přímé vozy - pouze pro osobní vlaky:

Přímé vozy z / do						Přímé vozy z / do					
Číslo vlaku	Dny jízdy	Poznámky	Příjezd	Odjezd	Místo	Číslo vlaku	Dny jízdy	Poznámky	Příjezd	Odjezd	Odpovědný žadatel

5. Požadované přípoje:

Pro vlak	do	Přípoj pro	Komentář

Kontaktní údaje

Žadatelé:

Odpovědní žadatelé (dopravci) za koordinovanou žádost:

Žadatelé (Kontaktní osoba: jméno, číslo telefonu, e-mail)	Z	Do	Podpis	E-Mail

Pozn.: Pouze žádosti podepsané (koordinované) všemi zúčastněnými žadateli obdrží harmonizované mezistátní odpovědi.

Provozovatelé infrastruktur (IM):

Potvrzení přijetí žádosti odpovědným provozovatelem infrastruktury
Název vedoucího IM:

Provozovatel infrastruktury (Kontaktní osoba: jméno, číslo telefonu, e-mail)	Z	Do	Podpis	E-Mail

Potvrzení koordinované odpovědi dané žadatelům (Zúčastnění IM)

Provozovatel infrastruktury (Kontaktní osoba: jméno, číslo telefonu, e-mail)	Z	Do	Podpis	E-Mail

Kontaktní pouze OSS pro písemnou žádost

Provozovatel infrastruktury (Kontaktní osoba: jméno, číslo telefonu, e-mail)	

Annex "F"
Train Radio Devices

1 Basic and substitute railway radio communication, emergency communication

1.1 Train radio devices[3)] on railways operated by Správa železnic are used as a basic or substitute radio communication or emergency communication.

1.2 Basic radio communication is a radio communication that allows a full-fledged voice communication between the conductor and the dispatcher[4)], between conductors and also data communication between mobile and fixed radio devices (working on an unmanned basis, as the case may be) in a prescribed quality on routes equipped with relevant radio infrastructure[5)] .

1.3. Substitute radio communication is a radio communication that allows the driver to communicate with the dispatcher in the area controlled by the driver. Only specified types of radio equipment may be used for substitute radio communication. The type of radio communication to be used as a substitute radio communication shall be determined by the railway operator individually for each route, taking into account the level of coverage of the relevant radio sections of the track by a usable signal. The substitute radio communication must not be permanently used instead of the basic radio communication.

1.4. Emergency track link means any voice link, including an emergency radio link, which allows the driver to communicate with the dispatcher of the relevant control area in the event of a breakdown or abnormality during the driving or special driving vehicle (hereinafter referred to as "traction vehicle"); this only until the vehicle arrives at the destination train station.Emergency voice communication must never be used as a permanent replacement for basic or substitute radio communication. When using emergency communication, the maximum train speed is limited to 100 km/h.

1.5 Table 01 TTP is the relevant document identifying the current train radio device used as basic or substitute radio communication or, the emergency communication on individual lines equipped with the relevant infrastructure. For convenience, the equipment of individual lines with specific train radio device is also listed in the Network Statement, map M10.

1.6 Technical specifications of train radio devices and the principles for their implementation on railways operated by Správa železnic are set out in the *"SŽDC Directive No 35 setting technical specifications for radio equipment units and principles of their preparation and implementation on the infrastructure owned by the state,"* as amended.

2 Used Train Radio Devices

2.1 Mobile Radio Network in GSM-R System

Mobile Radio Network in GSM-R

Operator	Mobile Terminal Network Presentation		
Správa železniční dopravní cesty, státní organizace	GSM-R CZ	or	230-98

[3)] See Section 71 of Decree No. 173/1995 Coll., which issues the Railways Traffic Rules.

[4)] The term "dispatcher" is used in the text as a common name for employees with professional competence in organising and managing rail transport. If there is a need to clearly define the employees, definitions according to SŽDC Code D1 are used.

[5)] For GSM-R defined by UIC EIRENE, Functional Requirements Specification (FRS) version 7.3.0, March 2012, and System Requirements Specification (SRS) version 15.3.0, March 2012 (at the time of issue of this Statement), for TRS determined by UIC Recommendation No. 751-3.

2.1.1 The GSM-R system provides voice communication and data transmission between mobile devices (dispatching terminals, automated data radio devices etc.) and fixed stations (dispatcher stations, workplaces by station dispatchers, etc.) and communication to other electronic communication networks (railway telephone network, public fixed or mobile networks, etc.).

2.1.2 The GSM-R system operates in the 900 MHz frequency band and is based on the GSM public mobile telephone network standard with additional specific railway functions according to UIC that are part of the EIRENE technical documentation. The system is interoperable as part of the Control-Command and Signalling subsystem, Class A [6)].

2.1.3 On the Správa železnic website https://www.spravazeleznic.cz/dodavatele-odberatele/zajisteni-provozuschopnosti-drahy/radiove-site, the following is to be found:

- general operating and business conditions of non-public electronic communication services provided in the non-public mobile telephone network GSM-R Správa železnic,
- procedure for ordering, issuing and verifying SIM cards,
- a list of mobile terminals approved for use on railways owned by the Czech Republic and their operation in the GSM-R system,

as well as other operational and organisational information.

2.1.4 Lines equipped with GSM-R system are indicated using signals "Prepare a GSM-R radio device for registration"[7)] which is usually located close to the entry warning signal of the operating control point equipped with GSM-R system using the signal "Change of the radio system"[8)], which is placed at the point where the GSM-R radio equipment is to be registered and also on national borders. At the branches of lines equipped with a GSM-R system that are not equipped with another track radio system (TRS systems or SRV radio network) are indicated using the signal "End of GSM-R radio system"[9)].

2.1.5 The envisaged procedure for the construction of GSM-R system is published on Správa železnic website Správa železnic – https://www.spravazeleznic.cz/dodavatele-odberatele/zajisteni-provozuschopnosti-drahy/radiove-site.

2.1.6 On some lines, the so-called national roaming on a public GSM mobile network of an operator may be used to connect mobile devices (equipped with GSM-R terminals) with fixed stations. In such a case, adequate and reliable coverage of the operating control points and lines with radio signal is not guaranteed and some functions of GSM-R system may not be available, in particular the emergency call (REC – *Railway Emergency Call), Group Call* and LDA (*Location Depending Addressing)*.

2.1.7 List of foreign operators of GSM-R systems with which agreements on network interconnection and international roaming are concluded at the date of issue of this Statement:

List of foreign operators of GSM-R

Operator	Network indication at the terminal		
Deutsche Bahn AG, DB-Netz, Německo	GSM-R D	or	262-10
Österreichische Bundesbahnen, Rakousko	GSM-R A		232-91
ProRail, Nizozemí	GSM-R NL		204-21

[6)] Decree No. 352/2004 Coll., on the operational and technical interconnection of the European railway system; Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community and the technical specification for the interoperability constituents of the Control-Command and Signalling subsystem according to Commission Decision 2006/679/EC, as amended by Decisions 2006/860/EC, 2007/153/EC, 2008/386/EC, 2010/79/EC and 2012/88/EC.

[7)] See Article 1233 of SŽDC Internal Regulation D1 "the Transport and Signalling Regulation".

[8)] See Article 1234 of SŽDC Internal Regulation D1 "the Transport and Signalling Regulation" and also SŽDC (ČD) Internal Regulation Z11 „Radio Device Operation Regulation" including related Amending provisions.

[9)] See Article 1235 of SŽDC Internal Regulation D1 "the Transport and Signalling Regulation".

Železnice Slovenskej republiky, Slovensko*)	GSM-R SK		231-99
Maďarské železnice MÁV, Maďarsko *)	GSM-R HU		216-99

*) As of the day of publication

The current list of roaming partners can be found on Správa železnic website – https://www.spravazeleznic.cz/dodavatele-odberatele/zajisteni-provozuschopnosti-drahy/radiove-site.

2.1.8 The national application "STOP function in the GSM-R system" is implemented in the infrastructure part of the GSM-R CZ radio network in accordance with the Technical specification of Správa železnic No. TS 3/2014-S enabling the railway servicing personnel to activate remote stopping of traction vehicles in the selected area, whose vehicle radio stations are interconnected via a locomotive adapter with a brake system and are equipped with a SIM card of the GSM-R CZ radio network. In the case that a vehicle radio is registered in a public GSM mobile telephone network of an operator within national roaming (see 2.1.6), the use of the "STOP function in the GSM-R system" is not possible.

2.2 Track Radio System

2.2.1 The SRD system provides voice communication of track dispatcher, dispatcher, employee of the carrier or other persons involved in control and organisation of rail transport and its operation with the engine driver of the traction vehicle as well as the transmission of coded information (commands, reports).

2.2.2 The SRD system respects the essential functions resulting from the relevant provisions of UIC Recommendation 751–3 and operates in the 450 MHz frequency band. The system is interoperable as part of the Control-Command and Signalling Subsystem, Class B[4)].

2.2.3 The SRD system channel groups used on the track are indicated using a signal "Switch Channel Group"[10)] that is placed at the location where the vehicle radio station is operated to change the channel group used or to change the radio system from GSM-R to SRD. Branches of lines equipped with a SRD system that are not equipped with another track radio system (GSM-R systems or SRV radio network) are indicated using the signal "End of the radio system"[11)].

2.2.4 On the Správa železnic web site https://www.spravazeleznic.cz/dodavatele-odberatele/zajisteni-provozuschopnosti-drahy/radiove-site, there is list of vehicle radios for which permission has been given to use the product on a railway owned by the Czech Republic and their operation in the SRD system. Appropriate radio stations, including documentation of their installation into existing vehicles, are subject to approval as a change to a rail vehicle.

2.2.5 The SRD vehicle radio can also be equipped for 150 MHz radio communications (for radio operaion on other lines or local radio networks).

2.2.6 The SRD system may be built on other routes if necessary (e.g. implementation of the remote control of a safety device, etc.) or just temporarily (until the GSM-R network is established) – Relevant notification including the effective date will be published by Správa železnic on the Infrastructure Operation Portal six months before the respective date.

2.3 Simplex Communication in the 150 Mhz Band

2.3.1 The system of simplex communication in line and local radio networks in the 150 MHz band (so-called SRV radio network) ensures the radio communication of the dispatcher with the engine driver of the traction vehicle within the range of the base radio station located in the respective

[10)] See Article 1232 of SŽDC Internal Regulation D1 "the Transport and Signalling Regulation".

[11)] See Article 1235 of SŽDC Internal Regulation D1 "the Transport and Signalling Regulation".

operating control point and the communication of the engine driver with other employees involved in the operation of railway transport. The system is not interoperable.

2.3.2. The system provides coverage of operating control points equipped with radio signal, the coverage of other track sections is not guaranteed.

2.3.3 The following radio stations are used in the railway infrastructure:
- selective voice-frequency calling for train → station dispatcher direction and voice calls towards train, or
- voice calls of any participant.

2.3.4 Simplex frequencies used on the line are indicated using the signal "Switch Channel Group"[8]. Branches of lines equipped with the SRV system that are not equipped with another track radio system (GSM-R or SRD systems) are indicated using the signal "End of the radio system"[9].

2.3.5 Simplex communication systems in the 150 MHz band are newly set up for rail traffic control on the respective route only exceptionally and only in justified cases.

2.3.6 In the railway operation, local 150 MHz simplex radio networks are also used to control certain technological processes (shunting control, vehicle inventory, wagon examination, track maintenance and repairs, etc.). This communication is indicated here for the sake of completeness and is established as required either by the railway operator or by the individual rail transport operators.

2.3.7 Radio equipment in the 150 MHz band operating at a 25 kHz channel spacing may not be used in the Czech Republic.

3 Track Access Conditions

3.1. Traction vehicles that are being moved on a track equipped with an infrastructure part of a train radio system (GSM-R system, SRD system or SRV radio network) shall be equipped with a terminal enabling basic radio communication both for voice communication between the engine driver and persons involved in the control and organisation of rail transport, as well as for the bi-directional transmission of relevant signals, commands, messages or data between the railway infrastructure and the traction vehicles, i.e. a fully compatible and cooperative terminal while on track and in traffic of all functions with the infrastructure part of the train radio equipment used.

3.2 On lines where rail transport is organised and controlled according to Správa železnic Regulation D4 and on which a specific technical facility (hereinafter referred to as "radio-block"[12]) is installed, the traction vehicles must be equipped with a terminal ensuring full communication and cooperation of the traction vehicle with the radio block from the date of putting the radio block into permanent operation.

3.3 If a mobile phone (GSM-R radio network) or a portable radio (SRD or SRV radio systems) are temporarily used on a traction vehicle (SHV) as a terminal, such a terminal must be connected to a fixed external antenna of the traction vehicle, the main power supply must be provided from the recharged on-board battery of the traction vehicle and the terminal must operate at a high-frequency power of 8 W in the GSM-R system, 5 to 10 W in SRD or SRV radio networks, respectively. Without a communication to a fixed external antenna and a main HV (SHV) power supply, the GSM-R mobile phone is considered to be an emergency radio communication only (see Decree No. 173/1995 Coll., Section 71(4)).

3.4 A traction vehicle (SHV) whose radio equipment does not allow basic radio communication on the route where the vehicle is being moved (e.g. due to equipment failure, infrastructure

[12] **Radio block** is a technical device enabling the control of train traffic in the defined area, in the form of authenticated driving permissions, transmitted to traction and control vehicles via radio network with data transmission and subsequent control of the movement of these vehicles according to the issued permissions.

repairs, the lack of equipment due to an exceptional event etc.) must be provided with a means of enabling substitute radio communication (if set up) emergency radio connection or emergency communication.

3.5 If basic radio communication cannot be established from the traction vehicle (SHV), the driver must inform the relevant dispatcher (operating or conducting, as specified in the Rules of Operation of the respective radio network) before entering the controlled area (intermediate station section) with the extent of the existing train communication possibilities (PMD). The dispatcher determines (if established) the method of radio communication by means of substitute radio communication. The dispatcher (operating or conducting) will notify persons involved in the management and organisation of rail transport that are affected by this issue of the designated method of radio communication. In the case of a substitute radio communication, dispatchers, station dispatchers, and engine drivers also use call signs assigned to the used substitute radio communication.

3.6 If the traction vehicle (SHV) does not meet conditions for substitute radio communication, it must not be transported into the controlled area (intermediate station section) equipped with the train radio infrastructure. In the event of a sudden loss of functionality of the basic or substitute radio communication when these are used on the train (PMD), the engine driver must immediately inform the relevant traffic control officer who controls the section where the train (PMD) is located and initiate negotiation of the conditions for further movement of the train according to Article 1.4. POD or this article. [13)]

3.7 Special traction vehicles use basic radio communication according to the route where the train is moved at the time of entry into the transport mode "train or PMD" for communication to the dispatcher. If the design of the special traction vehicle does not allow the vehicle part of the applicable radio system to be used on the line, a substitute radio communication (see Art. 3.5) may be used for the communication with the dispatcher, subject to the prior consent of the dispatcher.

3.8. Provisions of article 3.1.and 3.3 do not apply for the purpose of radio communication of historical traction vehicles and historic special traction vehicles which will be used for the movement of exceptional historic or nostalgic trains for the purpose of celebrations, anniversaries or promotions of rail transport and the associated movement of the train to/from such events, to/from repair shops or to/from depot. Such a vehicle, however, or train set must always be equipped with at least an emergency radio connection or an emergency communication for communication between the dispatcher and the engine driver or with members of the train crew. The mode of communication or the calling numbers shall be indicated by the carrier in the application for railway capacity allocation or in the system application of the railway operator for these movements and access to these applications must be provided to operation control and railway transport organisation employees.

3.9 Contrary to Art. 3.1, the implementation of the "Function STOP in the GSM-R system" according to Art. 2.1.8 on traction vehicles is not a condition for access to the infrastructure operated by Správa železnic; its use is regulated by relevant Train radio equipment operating rules.

[13] The engine driver's duties are stipulated by: EU Directive – TSI 995, Annex B, Article 8 and Act No. 266/1995 Coll., as amended, Article 49b(4).

4 Consent for product use on railway infrastructure operated by Správa železniční dopravní cesty, státní organizace

4.1 The use of operating terminals of train radio devices must be approved by Správa železnic in a form of a consent for product use on railway infrastructure operated by Správa železniční dopravní cesty, státní organizace.

4.2 The authorisation procedure is governed by the Správa železnic Directive No. 34 for initiating operation of products that are part of communication and signalling systems and electrical and power systems on railway infrastructure owned by the state as published on the Infrastructure Operation Portal.

4.3 The requirement for issuing the consent for product use as stated in paragraph 1 of this article shall not apply to GSM-R mobile terminals if they are properly put into operation in accordance with applicable staturory provisions.

5 Final Provisions

5.1 On lines not equipped with any infrastructure part of the train radio device at the date of issue of this Network Statement, the specific date for commencement of routine operation (after the equipment of the line is finished) will be published on the Infrastructure Operation Portal six months in advance.

5.2 On lines where the infrastructure part of the train radio device is to be changed, the specific end date for the operation of the original train radio device will be published on the Infrastructure Operation Portal six months in advance.

5.3 On lines where existing radio device is replaced by the new GSM-R digital system, both radio systems shall be operated simultaneously (where possible) for a maximum of **two months** from the date of initiation of GSM-R system operation. In such a case, the obligation set out by Art. 3.1 applies accordingly, i.e. traction vehicles must be equipped for a transition period with a vehicle terminal fully compatible at least with one of the systems in use.

5.4 On border lines, where the GSM-R system is built on the Správa železnic side and such a system is not established on the other side, SHV traction vehicles and control vehicles registered abroad may only be equipped for communication on the Správa železnic network contrary to paragraph 3.1 by a portable GSM-R terminal not meeting the conditions set out in Art. 3.3. Such a portable terminal is, in accordance with Decree No. No. 173/1995 Coll., §71, paragraph 4, always considered only as an emergency radio connection. This derogation applies only to movements between the state border and the first station in the Správa železnic network. Operational and organisational matters are regulated by "the International Border Arrangements" and also by GSM-Operational regulations, the relevant Rules of Operation for the SRD-TRS Tesla radio network and regulation of the the respective operating control points.

Annex "G"
Common Template for Service Facilities

Czech version

Článek 5 odstavec 2 Prováděcího nařízení Komise (EU) 2017/2177 ze dne 22. listopadu 2017 o přístupu k zařízením služeb a k službám souvisejícím s železniční dopravou říká, že provozovatelé infrastruktury poskytnou společný vzor, jenž mohou provozovatelé zařízení služeb používat pro předložení informací a který do 30. června 2018 vypracuje železniční odvětví ve spolupráci s regulačními subjekty. Vzor bude podle potřeby revidován a aktualizován.

Tento společný vzor pro popis zařízení služeb je výsledkem řešení navrženého asociaci RNE a IRG-Rail ve spolupráci a železničním sektorem a je zaměřen na podporu provozovatelů zařízení služeb při vytváření popisu zařízení služeb v souladu s požadavky Prováděcího nařízení Komise (EU) 2017/2177. Provozovatelé zařízení služeb mohou použít tento společný vzor pro popis zařízení služeb nebo mohou vytvořit svůj vlastní vzor pro publikaci informace o zařízení služeb na svých webových stránkách nebo na společném webovém portále v souladu s požadavky platné legislativy.

Pro použití tohoto společného vzoru pro popis zařízení služeb platí následující vysvětlivky:

- Uvedení údajů psaných standardním písmem je vždy povinné podle článku 4 odst. 2 Prováděcího nařízení Komise (EU) 2017/2177;
- Uvedení údajů psaných kurzívou je povinné podle Prováděcího nařízení Komise (EU) 2017/2177;
- Písmena v závorkách odkazují na příslušné odstavce článku 4 nebo jiná ustanovení Prováděcího nařízení Komise (EU) 2017/2177;
- Na uvedení údajů označených * mohou být uděleny výjimky regulačními úřady;
- Všechny ostatní informace jsou nepovinné.

Společný vzor pro popis zařízení služeb

Číslo kapitoly	Nadpis	Implementační příručka	Doporučený text
	ZÁZNAM O ZMĚNÁCH	Zde se uvedou všechny přechozí změny tohoto popisu zařízení včetně krátkého popisu obsahu těchto změn	
	OBSAH		
1	Obecné informace		
1.1	Úvod	• Vysvětlete účel tohoto dokumentu • Uveďte název a typ zařízení služeb podle přílohy II. Směrnice 2012/34 • Uveďte stručnou prezentaci zařízení služeb • Uveďte, kde je dokument zveřejněn	[Provozovatel zařízení služeb] vytvořil tento popis zařízení služeb v souladu s požadavky Prováděcího nařízení Komise (EU) 2017/2177. [název zařízení služeb] je (vyber jedno nebo více kategorií od a) po i) z přílohy II Směrnice 2012/34) [Provozovatel zařízení služeb] je společnost, která se věnuje (uveďte stručnou prezentaci provozovatele zařízení služeb). Tento popis zařízení služeb je zveřejněn na www.xxxxxx.xx
1.2	Provozovatel zařízení služeb	Jméno, adresa a kontaktní údaje všech provozovatelů zařízení služeb (b) Pokud je zařízení služeb provozováno více jak jedním provozovatelem nebo kde jsou služby poskytovány více jak jedním poskytovatelem musí být uvedeno, zda je nutno podat samostatné žádosti o využití zařízení služeb nebo poskytnutí služeb (g)*	
1.3	Platnost a změny	• Uveďte datum platnosti dokumentu • Popište, jak je dokument aktualizován	*Příklady:* • *Tento dokument je aktualizován jednou ročně v čase publikace Prohlášení o dráze, pokud změny v jeho obsahu nevyžadují mimořádné aktualizace.* • *Tento dokumenty je aktualizován každý rok dne XX.YY pokud změny jeho obsahu nevyžadují mimořádnou změnu.* • *Tento dokument je aktualizován podle potřeby*.
2	Služby		
2.X	Název služby	• Popis služeb souvisejících s železniční dopravou, které jsou poskytovány na zařízení služeb a jejich typ (doplňkové, pomocné) (d). viz také příloha II Směrnice 2012/34/EU • *Alternativně je také možno uvést odkaz na webové stránky, kde jsou všechny relevantní informace publikovány* X znamená počet poskytovaných služeb	
3	Popis zařízení služeb		
3.1	Seznam všech lokalit	• Pokud je to účelné, uveďte seznam všech lokalit kde jsou služby související s železniční dopravou poskytovány (a) [Pozn.: Pokud je možné integrovat všechny informace z podkapitol 3.X do jedné tabulky uvnitř kapitoly 3.1 (každý řádek odpovídá jedné lokalitě a různé sloupce odkazující na "Umístění", "Otevírací hodiny", "Technické charakteristiky" a "Plánované změny v technických charakteristikách "), není zapotřebí zahrnutí podkapitol 3.X]	V případě, že zařízení služeb je jen v jedné lokalitě: • Toto zařízení služeb se vyskytuje jen v jedné lokalitě. V případě složitých zařízení služeb, jejichž provozovatelé již zveřejnili informace splňují požadavky Prováděcího nařízení Komise (EU) 2017/2177 se uvede:: • Seznam lokalit je uveden na www.xxxxxxxxxxx Popis těchto lokalit je uveden na www.xxxxxxxxx [v tomto případě kapitoly 3.2 až 3.X mohou být vynechány]

Číslo kapitoly	Nadpis	Implementační příručka	Doporučený text
3.X	Název lokality X	• X je zástupný symbol, takže kapitoly o každé lokalitě mohou být očíslovány konzistentně. Pokud je zařízení služeb pouze v jedné lokalitě, číslování kapitoly bude ukončeno 3.2.4. Pokud je zařízení služeb ve dvou lokalitách, číslování kapitol skončí 3.3.4.	
3.X.1	Lokalita	• Popis lokality, kde je umístěno zařízení služeb	Příklady: • GPS souřadnice lokality • Popis cesty k zařízení služeb • Popis cesty po silnici • Místo, kde je zařízení služeb napojeno na železniční síť, včetně názvu stanice pokud je napojeno ve stanici
3.X.2	Provozní doba	• Provozní doba zařízení služeb v dané lokalitě	Příklady: • Provozní doba - Pondělí – Pátek - Sobota – Neděle • Provozní doba o dnech pracovního volna - Státní svátky • Provozní doba jednotlivých služeb (a) • Provozní doba - Pondělí – Pátek - Sobota – Neděle • prázdninová otevírací doba • státní svátky
3.X.3	Technické vybavení	• Tam kde je to účelné se uvede technický popis zařízení služeb v dané lokalitě	Příklady: • Technické charakteristiky • Soukromá dráha: Počet a délka kolejí (TEN-T parametry) • Vlečky: Počet s délka kolejí (TEN-T parametry) • Koleje pro posun a sestavu vlaků: Počet a délka kolejí (TEN-T parametry) • Technické zařízení pro nakládku a vykládku: Vybavení (jeřáby, rampy, zdvihací zařízení) • Technické zařízení pro mytí a čištění • Technické zařízení pro údržbu • Skladovací plocha (m2)
3.X.4	Plánované změny technického vybavení	• Informace o změnách technických charakteristik a dočasných kapacitních omezeních zařízení služeb, které by mohly mít významný dopad na provoz zařízení služeb, včetně plánovaných prací (l)*	Příklady: • Podrobnosti o oznámených investicích ○ Seznam projektů ○ Umístění ○ Charakter projektu ○ Datum zahájení a ukončení prací
4	Ceny		
4.1	Informace o cenách	• informace o cenách za přístupu k zařízením služeb a za využití každé služby související s železniční dopravou, která je v nich poskytována (m)	
4.2	Informace o slevách	• informace o zásadách systémů slev nabízených žadatelům při dodržení požadavků na obchodní tajemství (n)*	
5	Podmínky přístupu		

Číslo kapitoly	Nadpis	Implementační příručka	Doporučený text
5.1	*Právní podmínky*	• *Informace o tom, zda je nutné uzavírat smlouvu, mít nějaké potvrzení nebo pojištění* • Vzorové smlouvy o přístupu a obecné smluvní podmínky (přinejmenším v případě zařízení služeb provozovaných a služeb souvisejících s železniční dopravou poskytovaných provozovateli přímo nebo nepřímo ovládanými kontrolujícím subjektem) (i)*	
5.2	*Technické podmínky*	• *Tam kde je to vhodné se uvede popis technických podmínek, které musí splňovat drážní vozidla pro přístup k zařízení služeb*	*Příklady:* • *Typ drážního vozidla* • *Maximální délka vlaku, rozchod, hmotnost*
5.3	Samoobslužný způsob využití služeb souvisejících s železniční dopravou	• možnost využití služeb souvisejících s železniční dopravou samoobslužným způsobem a podmínky, které pro ni platí (e)*	
5.4	IT systémy	• informace o podmínkách používání IT systémů provozovatele, musí-li žadatelé tyto systémy používat, a pravidla týkající se ochrany citlivých a obchodních údajů (j)*	
6	Přidělování kapacity		
6.1	Žádosti o přístup k zařízení služeb nebo o služby	• Informace o postupech pro podání žádosti o přístup k zařízení služeb nebo ke službám poskytnutým v zařízení služeb nebo k obojímu, včetně lhůt pro podání žádostí a lhůt pro vyřízení těchto žádostí f)* a (článek 8)* • u zařízení služeb provozovaných více než jedním provozovatelem nebo v případě, že služby související s železniční dopravou jsou poskytovány více než jedním provozovatelem, musí být uvedeno, zda je třeba předložit samostatné žádosti o přístup k zařízením služeb a o tyto služby; g) * • informace o minimálním obsahu a formátu žádosti o přístup k zařízení služeb a ke službám souvisejícím se železniční dopravou nebo vzor pro takovou žádost (h) *	
6.2	Vyřízení žádosti	• Popis vyřízení žádosti (Článek 9)* • Popis způsobu koordinace žádostí a regulačních opatření uvedených v článku 10 a prioritních kritérií uvedených v článku 11 (k)*	
6.3	Informace o dostupné kapacitě a dočasných omezeních kapacity	• Informace o dočasných kapacitních omezeních zařízení služeb, které by mohly mít významný dopad na provoz zařízení služeb, včetně plánovaných prací (l)*	

English version

Article 5 (2) of Implementing Regulation 2017/217 states that 'Infrastructure managers shall provide a common template to be developed by the railway sector in cooperation with regulatory bodies by 30 June 2018 that operators of service facilities may use to submit the information.'

This Common Template for Service Facilities is the result of a solution developed by RNE and IRG-Rail in cooperation with the railway sector and is aimed at supporting the Service Facilities Operators (SFO) in producing the information documents according to the requisites of Implementing Regulation 2017/2177. SFOs can choose to adopt this common template or develop their own specific template, to be published on their own website or a common portal, as long as the legal requisites are met.

While using this template, the following legend is applicable (this segment is for the consideration of the editor only and should not be featured in the SF document):

Requirements in standard font are mandatory in any case according to Article 4 (2) IR 2017/2177

Requirements in italics are mandatory where applicable according to IR 2017/2177

Letters in brackets refer to the IR 2017/2177 applicable paragraphs of article 4 or other identified articles.

Exemptions may be granted by the Regulatory Bodies (RBs) on a case by case basis for requirements marked with *

All the rest of the information is optional.

Common Template for Service Facilities

Chapter number	Heading	Implementation guide	Suggested text
	VERSION CONTROL	All previous versions of this information should be identified, together with a short description of the changes	
	TABLE OF CONTENTS		
1	General Information		
1.1	Introduction	• Explain the purpose of this document • Identify the SF name and type according to Directive 2012/34 Annex II • Give a brief presentation of the SF • State where the document is published	SF name] produced this SF document as required by EC Implementing Regulation 2017/2177. [SF name] is a (choose one or more categories from a) to i) from Directive 2012/34 Annex II) [SF name] is a company dedicated to … (give a brief presentation of the SF) This SF document is published at www.xxxxxx.xx
1.2	Service Facility operator	• Name, address and contact details for all SF operators (b) • If the SF is operated by more than one operator or where rail-related services are provided by more than one operator, an indication shall be given as to whether separate requests for access to the facilities and for those services need to be submitted (g)*	
1.3	Validity period and updating process	• State the dates of the period of validity of the SF document • Describe how the SF document is updated	*Examples:* • *This document is updated yearly at the time of the Network Statement publication, unless changes in its content require extraordinary updates* • *This document is updated yearly at XX of XXXXX, unless changes in its content require additional updates* • *This document is updated when necessary*.
2	Services		
2.X	Name of service	• Description of all rail-related services, which are supplied in the SF, and their type (basic, additional or ancillary) (d). See also Annex II of Directive 2012/34/EU • Alternatively, publish a link to a website which provides all relevant information • X refers to the number of provided services	
3	Service Facility description		
3.1	List of all installations	• Where relevant, the list of all installations in which rail-related services are supplied (a) [Note: If it is possible to integrate all information of the 3.X subchapters into a single table inside 3.1 (each line corresponding to an installation and the different columns referring to 'Location', 'Opening hours', 'Technical characteristics' and 'Planned changes in technical characteristics'), then the inclusion of subchapters 3.X shall not be necessary]	In the case of a SF with just one installation: • This SF consists of only one installation. In the case of highly complex SFs that have already published information for their SFs meeting the requirements of IR 2017/2177: • The list of installations is published at www.xxxxxxxxxxxx The description of these installations is published at www.xxxxxxxxx [in this case chapters 3.2 to 3.X may be omitted]
3.X	Name of installation X	• X is a placeholder, so the chapters per installation can be numbered in a consistent way. • If the SF has only one installation, the chapter numbering will end with 3.2.4. If the SF has two installations, the chapter numbering will end with 3.3.4.	

Chapter number	Heading	Implementation guide	Suggested text
3.X.1	Location	• Installation location	Examples: • GPS coordinates of the installation • How to find the installation • Road access • Location of the connection to the main railway infrastructure, including where relevant the name of the connecting railway station
3.X.2	Opening hours	• • Installation opening hours	Examples: • Opening hours o Monday – Friday o Saturday – Sunday o Holiday opening hours o Festive period, bank holidays • Operating times of particular services (a) o Opening hours o Monday – Friday o Saturday – Sunday o Holiday opening hours o Festive period, bank holidays
3.X.3	Technical characteristics	• Where relevant, a description of the technical characteristics of the installation	Examples: • Technical Parameters • Private branch line: Number and length of tracks (TEN-T parameters) • Sidings: Number and length of tracks (TEN-T parameters) • Shunting and marshalling tracks: Number and length of tracks (TEN-T parameters) • Technical equipment for loading and unloading: Equipment (cranes, ramps, stackers) • Technical equipment for washing • Technical equipment for maintenance • Storage area (m2)
3.X.4	Planned changes in technical characteristics	• Information on changes in technical characteristics and temporary capacity restrictions of the service facility, which could have a major impact on the service facility's operation, including planned works (l)*	Examples: • Details of indicative investments o List of projects o Location o Nature of project o Start/End date of the works
4	Charges		
4.1	Information on charges	• Information on charges for getting access to SFs and charges for the use of each rail-related service supplied therein (m)	
4.2	Information on discounts	• Information on principles of discount schemes offered to applicants, while respecting commercial confidentiality requirements (n)*	
5	Access conditions		

Chapter number	Heading	Implementation guide	Suggested text
5.1	*Legal requirements*	• *Information stating whether a contract, certificates or insurance are necessary* • Model access contracts and general terms and conditions (at least in the case of SFs operated and rail-related services provided by operators under the direct or indirect control of a controlling entity) (i)*	
5.2	*Technical conditions*	• *Where relevant, description of technical conditions to be satisfied by the rolling stock entering the SF*	*Examples:* • *Rolling stock type* • *Maximum train length, gauge, weight*
5.3	Self-supply of rail-related services	• Information on the possibility for self-supply of rail-related services and conditions applying thereto (e)*	
5.4	IT systems	• Where relevant, information on the terms of use of the operator's IT systems, if applicants are required to use such systems, and the rules concerning the protection of sensitive and commercial data (j)*	
6	Capacity allocation		
6.1	Requests for access or services	• Information on procedures for requesting access to the SF or services supplied in the SF, or both, including deadlines for submitting requests, and time limits for handling those requests (f)* and (Article 8)* • In SFs operated by more than one operator or where rail-related services are provided by more than one operator, an indication shall be given as to whether separate requests for access to the facilities and for those services need to be submitted (g)* • Information on the minimum content and format of a request for access to the SF and rail-related services, or a template for such a request (h)*	
6.2	Response to requests	• Description of the response to requests (Article 9)* • A description of the coordination procedure and regulatory measures referred to in Article 10 and priority criteria referred to in Article 11 (k)*	
6.3	Information on available capacity and temporary capacity restrictions	• Information on temporary capacity restrictions of the SF, which could have a major impact on the SF's operation, including planned works (l)*	

Annex "H"
List of connected lines

Legend::

1 No.
2 Line category:
C – Nationwide line
R – Regional line
V – Siding
Z – Test line
3 Name of the line
4 Connected in
5 Organization unit of Správa železnic
6 Infrastructure manager
7 Contact (web, e-mail, telephone)

List of connected lines

1	2	3	4	5	6	7
3085	V	12 006 Válcovny trub Chomutov	Chomutov	Most	FERROMET a.s.	www.ferromet.cz
4203	V	AD MACH s.r.o., vlečka Borohrádek	Borohrádek	Hradec Králové	DBV-ITL, s.r.o.	www.dbv-itl.cz
5116	V	ADW AGRO, a.s., středisko Kojetice na Moravě	Kojetice na Moravě	Jihlava	ADW AGRO, a.s.	www.adw.cz
5172	V	ADW AGRO, a.s., středisko Krahulov	Krahulov	Jihlava	ADW AGRO, a.s.	www.adw.cz
2001	V	AGPI Milevsko	Milevsko	Strakonice	JOANNES, s.r.o.	www.joannes.cz
4504	V	AGRO CS a.s.	trať Jaroměř - Česká Skalice	Turnov	NOR a.s.	www.nor.cz
4517	V	AGRO CS a.s. - vlečka Meziměstí	Meziměstí	Hradec Králové	NOR a.s.	www.nor.cz
2022	V	Agro Temelín	Temelín	České Budějovice	Dopravní a inženýrské služby s.r.o.	starosta@obecdynin.cz
1001	V	AGRO Teplice, a.s. – vlečka Hořovice	Hořovice	Beroun	Lovochemie, a.s.	www.lovochemie.cz
5091	V	AGROCENTRUM HRUŠOVANY, spol. s r.o.	Hrušovany nad Jevišovkou	Jihlava	BF Logistics s.r.o.	www.bfl.cz
6109	V	AGROFOREST a.s.	ŽST Valšov	Ostrava	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
1002	V	Agrochemické služby Struhařov	Struhařov	Praha hl.n.	Mydlářka a.s.	www.mydlarka.cz
2261	V	Agropodnik a.s. - sklad Hostomice pod Brdy	Hostomice pod Brdy	Beroun	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6140	V	Agropodnik a.s. Valašské Meziříčí	Valašské Meziříčí	Valašské Meziříčí	Agropodnik, a.s. Valašské Meziříčí	www.agropodnikas.cz
4234	V	Agropodnik Jičín, sklad Lázně Bělohrad	Lázně Bělohrad	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
4612	V	Agropodnik Jičín, sklad Sobotka	Sobotka	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
4209	V	AGROPODNIK ORLICE a.s., Doudleby n. Orlicí	Doudleby nad Orlicí	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
2005	V	Agropodnik Strunkovice n. Blanicí	Strunkovice nad Blanicí	České Budějovice	JOANNES, s.r.o.	www.joannes.cz
5282	V	AGROPODNIK, a.s. silo Žďár nad Sázavou	Žďár nad Sázavou	Havlíčkův Brod	AGROPODNIK, a.s., Velké Meziříčí	www.agpas.cz

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5252	V	AGROPODNIK, a.s., Velké Meziříčí	trať Velké Meziříčí - Studenec	Havlíčkův Brod	AGROPODNIK, a.s., Velké Meziříčí	www.agpas.cz
5264	V	AGROPODNIK, a.s., Velké Meziříčí	Vlkov u Tišnova	Havlíčkův Brod	AGROPODNIK, a.s., Velké Meziříčí	www.agpas.cz
5281	V	Agroslužby Žďár nad Sázavou, a.s.	Veselíčko	Havlíčkův Brod	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5178	V	AGROSTROJ Pelhřimov	Pelhřimov	Jihlava	CZ Logistics, s.r.o.	www.czlog.cz
2016	V	Agrowest, OTP Klatovy	Klatovy	Klatovy	Agrowest a.s.	www.agrowest.com
1343	V	AgroZZN a.s.- vlečka Slaný	Slaný	Kralupy nad Vltavou	JOANNES, s.r.o.	www.joannes.cz
3017	V	AgroZZN, a.s. - vlečka Bohušovice nad Ohří	Bohušovice nad Ohří	Lovosice	JOANNES, s.r.o.	www.joannes.cz
3031	V	AgroZZN, a.s. - vlečka Černovice u Chomutova	Černovice u Chomutova	Most	JOANNES, s.r.o.	www.joannes.cz
3107	V	AgroZZN, a.s. - vlečka Dobroměřice	Lenešice	Louny	JOANNES, s.r.o.	www.joannes.cz
1005	V	AgroZZN, a.s. – vlečka Hořesedly	Hořesedly	Beroun	JOANNES, s.r.o.	www.joannes.cz
3116	V	AgroZZN, a.s. - vlečka Louny	Louny-město	Louny	JOANNES, s.r.o.	www.joannes.cz
3166	V	AgroZZN, a.s. - vlečka Podbořany	Podbořany	Louny	JOANNES, s.r.o.	www.joannes.cz
1004	V	AgroZZN, a.s. – vlečka Rakovník	Rakovník	Beroun	JOANNES, s.r.o.	www.joannes.cz
1003	V	AgroZZN, a.s. - vlečka Velká Bučina	Velká Bučina	Kralupy nad Vltavou	JOANNES, s.r.o.	www.joannes.cz
3270	V	AgroZZN, a.s. - vlečka Vrbno nad Lesy	Vrbno nad Lesy	Louny	JOANNES, s.r.o.	www.joannes.cz
1006	V	AgroZZN, a.s. – vlečka Zlonice	Zlonice	Kralupy nad Vltavou	JOANNES, s.r.o.	www.joannes.cz
3271	V	AgroZZN, a.s. - vlečka Žabokliky	Žabokliky	Louny	JOANNES, s.r.o.	www.joannes.cz
3276	V	AgroZZN, a.s. - vlečka Žatec	Žatec	Louny	JOANNES, s.r.o.	www.joannes.cz
5214	V	ACHP Slavkov, a.s.	Slavkov u Brna	Břeclav	ing. Zdeněk Rotrekl	www.achpslavkov.cz
5335	V	Aircraft Industries, a.s., vlečka Kunovice	trať Kunovice - Ostrožská Nová Ves	Valašské Meziříčí	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
6111	V	AL INVEST Břidličná a.s.	dopravna D3 Břidličná	Ostrava	PELSPED, s.r.o.	pelsped@volny.cz
6105	V	Alfa Plastik, a.s. Bruntál	Bruntál	Ostrava	Alfa Plastik, a.s.	www.alfaplastik.cz
6237	V	ALIBONA Litovel	širá trať Litovel předměstí - dopravna D3 Mladeč	Olomouc	Alibona, a.s.	www.alibona.cz
3047	V	ALUMINIUM DĚČÍN	Děčín hl.n.	Děčín	AFC Servis DC a.s.	www.afcservisdc.cz
4521	V	Ammann Czech Republic a.s. Nové Město n. Met.	Nové Město nad Metují	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
6280	V	AO - vlečka Písečná	Písečná	Olomouc	BPS-Prastav, s.r.o.	www.bps-prastav.cz
6274	V	AO - vlečka Vápenná	Vápenná	Olomouc	BPS-Prastav, s.r.o.	www.bps-prastav.cz
6015	V	ArcelorMittal Ostrava a.s.	O.-Kunčice; O.-Bartovice	Český Těšín	Liberty Ostrava a.s.	www.libertyostrava.cz
6025	V	ARCIMPEX s.r.o. - Sviadnov	Lískovec u Frýdku	Český Těšín	ARCIMPEX s.r.o.	www.arcimpex.cz
4219	V	Areál ČKD Hradec Králové	trať Hradec Králové hl.n. - Všestary	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
5039	V	AREAL SLATINA, a.s.	Brno-Slatina	Brno	AREAL SLATINA,a.s.	www.arealslatina.cz
1321	V	Areál Vraňany	Vraňany	Kralupy nad Vltavou	JOANNES, s.r.o.	www.joannes.cz
3063	V	AROMA Židovice	Hrobce	Lovosice	DBV-ITL, s.r.o.	www.dbv-itl.cz
6150	V	ARPETA Hrachovec	Hrachovec	Valašské Meziříčí	VA Progres s.r.o.	www.vaprogres.cz
2075	V	ASPERA České Budějovice	České Budějovice	České Budějovice	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
3151	V	ATMOS Bělá pod Bezdězem, vlečka Okna	Okna	Liberec	DBV-ITL, s.r.o.	www.dbv-itl.cz
1131	V	AUTO HP Kutná Hora	Kutná Hora hl.n.	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1011	V	Automot Vlkava	Čachovice	Nymburk	BF Logistics s.r.o.	www.bfl.cz

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1115	V	AZOS	Nymburk město	Nymburk	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
6164	V	B.F.P., Lesy a statky T. Bati Vsetín	Vsetín	Valašské Meziříčí	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
1014	V	BALAK a.s.	Kralupy nad Vltavou	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6259	V	Balsac papermill s.r.o. Lukavice 21	Lukavice na Moravě	Olomouc	Balsac papermill s.r.o.	www.balsac.cz
5307	V	Barum Continental	Otrokovice	Valašské Meziříčí	Bardos a.s.	www.bardos.cz
3008	V	Basalt základna Bílina	Bílina	Most	STRABAG Rail a.s.	www.strabagrail.cz
6057	V	Benzina, s.r.o., Sklad Nový Bohumín	Bohumín	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadrah a.cz
6023	V	BIOCEL	Paskov	Český Těšín	ČD Cargo, a.s.	www.cdcargo.cz
1023	V	Bioenergo	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1024	V	BIOFERM - lihovar Kolín a.s.	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
4239	V	BOHEMILK, a.s., vlečka Opočno	Opočno pod Orl. horami	Hradec Králové	DBV-ITL, s.r.o.	www.dbv-itl.cz
6313	V	Bohumín terminál	Bohumín Vrbice	Ostrava	ČD Cargo, a.s.	www.cdcargo.cz
6051	V	Bochemie chemie	Bohumín	Český Těšín	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
6074	V	BorsodChem MCHZ, s.r.o. - vlečka Moravské chemické závody	Ostrava hl.n.	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
4407	V	BRAMAC, vlečka Hrochův Týnec	Hrochův Týnec	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
2024	V	BRAMAC, vlečka Protivín	Protivín	Strakonice	DBV-ITL, s.r.o.	www.dbv-itl.cz
3093	V	BRISPOL Kadaň 1	Kadaň předměstí nz.	Most	DBV-ITL, s.r.o.	www.dbv-itl.cz
3213	V	BRISPOL Kadaň 2	Kadaň předměstí nz.	Most	DBV-ITL, s.r.o.	www.dbv-itl.cz
5012	V	Brněnské veletrhy a výstavy, a.s.	Brno dolní nádraží	Brno	Vlečka BVV společnost s ručením omezeným	www.bvv.cz
5046	V	Brno - Slatina	Brno-Slatina	Brno	OHL ŽS, a.s.	www.ohlzs.cz
2026	V	Budvar České Budějovice	Nemanice	České Budějovice	Budějovický Budvar, národní podnik	www.budejovickybudvar.cz
1031	V	Buzuluk Komárov	Hořovice	Beroun	Ing. Jan DUDÁČEK	jandudacek@seznam.cz
6220	V	Carman	Uničov	Olomouc	LOKO ŠMÍD s.r.o.	vlecky.smid@seznam.cz
2193	V	CARTHAMUS a.s., vlečka Domoradice	Zlatá Koruna - Český Krumlov	České Budějovice	DBV-ITL, s.r.o.	www.dbv-itl.cz
1032	V	CBU – Yard	Odbočka Hradišťko – průmyslová zóna	Kolín	ČD Cargo, a.s.	www.cdcargo.cz
6226	V	Cembrit Moravia a.s. Šumperk	Šumperk	Olomouc	Petr Leštinský	petr.lestinsky@cembrit.cz
6138	V	Cement Hranice	širá trať Hranice na Moravě – Hranice na Moravě město	Olomouc	ČD Cargo, a.s.	www.cdcargo.cz
4401	V	Cerea, a.s. - vlečka Cerekvice nad Loučnou	Cerekvice n. Loučnou	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz
4424	V	Cerea, a.s. - vlečka Dašice	Kostěnice	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz
5080	V	Cerea, a.s. - vlečka Havlíčkův Brod	Havlíčkův Brod	Havlíčkův Brod	CZ Logistics, s.r.o.	www.czlog.cz
4405	V	Cerea, a.s. - vlečka Hlinsko v Čechách	Hlinsko v Čechách	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz
5103	V	Cerea, a.s. - vlečka Chotěboř, silo	Chotěboř	Havlíčkův Brod	CZ Logistics, s.r.o.	www.czlog.cz
4604	V	Cerea, a.s. - vlečka Jičín	Jičín	Turnov	CZ Logistics, s.r.o.	www.czlog.cz
4118	V	Cerea, a.s. - vlečka Městečko Trnávka	Městečko Trnávka	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz
4241	V	Cerea, a.s. - vlečka Ostroměř	Ostroměř	Hradec Králové	CZ Logistics, s.r.o.	www.czlog.cz
4442	V	Cerea, a.s. - vlečka Přelouč	Přelouč	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz
4445	V	Cerea, a.s. - vlečka Řečany nad Labem	Řečany nad Labem	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz
4450	V	Cerea, a.s. - vlečka Slatiňany	Slatiňany	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz

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4248	V	Cerea, a.s. - vlečka Smiřice	Smiřice	Hradec Králové	CZ Logistics, s.r.o.	www.czlog.cz
4525	V	Cerea, a.s. - vlečka Trutnov	Trutnov střed	Hradec Králové	CZ Logistics, s.r.o.	www.czlog.cz
2027	V	Cihelna Blovice	Blovice	Plzeň	CE WOOD, a.s.	jiri@ostravsky.cz
1033	V	Cihelna Libčice	Libčice nad Vltavou	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1261	V	Cintlovka Hořovice	Hořovice	Beroun	BF Logistics s.r.o.	www.bfl.cz
2061	V	CREDITIMMO Břasy	Chrást u Plzně - Radnice	Plzeň	JOANNES, s.r.o.	www.joannes.cz
1036	V	Crystal BOHEMIA, a.s., vlečka Poděbrady	Poděbrady	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
6161	V	CRYSTALEX CZ s.r.o.Nový Bor provoz Karolinka	dopravna D3 Karolinka	Valašské Meziříčí	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
1037	V	CTY KOMOŘANSKÁ	Praha-Modřany	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
6186	V	Cukrovar Brodek u Přerova	Brodek u Přerova	Olomouc	JOANNES, s.r.o.	www.joannes.cz
5090	V	Cukrovar Hrušovany nad Jevišovkou, a.s.	Hrušovany nad Jevišovkou	Jihlava	BF Logistics s.r.o.	www.bfl.cz
6100	V	Cukrovar Hrušovany nad Jevišovkou, a.s., závod Opava	ŽST Opava-západ	Ostrava	BF Logistics s.r.o.	www.bfl.cz
6233	V	CUKROVAR LITOVEL	dopravna D3 Litovel	Olomouc	ANTONÍN B E Z D Í Č E K	abez@email.cz
1041	V	Cukrovar Ratboř	Ratboř	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
6241	V	Cukrovar Vrbátky	Vrbátky	Olomouc	Cukrovar Vrbátky a.s.	www.cukrovarvrbatky.cz
1044	V	Cukrovar Zvoleněves	Zvoleněves	Kralupy nad Vltavou	JOANNES, s.r.o.	www.joannes.cz
4240	V	Cukrovary TTD - České Meziříčí	Opočno pod Orlickými horami	Hradec Králové	Tereos TTD, a.s.	www.cukrovaryttd.cz
1045	V	Cukrovary TTD – Dobrovice	Dobrovice	Nymburk	BF Logistics s.r.o.	www.bfl.cz
5108	V	CZ LOKO 1	Jihlava	Jihlava	CZ Logistics, s.r.o.	www.czlog.cz
5299	V	CZ LOKO Jihlava	Jihlava	Jihlava	CZ Logistics, s.r.o.	www.czlog.cz
1046	V	Čáslav pila	Čáslav	Kolín	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2269	V	ČD, a.s - Bělá nad Radbuzou	Bělá nad Radbuzou	Klatovy	České dráhy, a.s.	www.ceskedrahy.cz
2272	V	ČD, a.s - Klatovy	Klatovy	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
2284	V	ČD, a.s - Plzeň	Plzeň	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
6295	V	ČD, a.s - Přerov	Přerov	Olomouc	České dráhy, a.s.	www.ceskedrahy.cz
2280	V	ČD, a.s. - Týn nad Vltavou	Týn nad Vltavou	České Budějovice	České dráhy, a.s.	www.ceskedrahy.cz
1421	V	ČD, a.s. - Benešov u Prahy	Benešov u Prahy	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz
1425	V	ČD, a.s. - Beroun	Beroun	Beroun	České dráhy, a.s.	www.ceskedrahy.cz
2268	V	ČD, a.s. - Bezdružice	Bezdružice	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
2278	V	ČD, a.s. - Blatná	Blatná	Strakonice	České dráhy, a.s.	www.ceskedrahy.cz
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5434	V	ČD, a.s. - Brno Maloměřice	Brno-Maloměřice	Brno	České dráhy, a.s.	www.ceskedrahy.cz
5424	V	ČD, a.s. - Bystřice nad Pernštejnem	Bystřice nad Pernštejnem	Havlíčkův Brod	České dráhy, a.s.	www.ceskedrahy.cz
1413	V	ČD, a.s. - Čáslav	Čáslav	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
1422	V	ČD, a.s. - Čerčany	Čerčany	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz
3305	V	ČD, a.s. - Česká Lípa	Česká Lípa hl.n.	Liberec	České dráhy, a.s.	www.ceskedrahy.cz
4137	V	ČD, a.s. - Česká Třebová	Česká Třebová	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
3308	V	ČD, a.s. - Děčín z. n. kolej č. 208	Děčín hl.n.	Děčín	České dráhy, a.s.	www.ceskedrahy.cz
4530	V	ČD, a.s. - Dobruška	Dobruška	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
2270	V	ČD, a.s. - Domažlice	Domažlice	Klatovy	České dráhy, a.s.	www.ceskedrahy.cz

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6306	V	ČD, a.s. - Frýdek - Místek	Frýdek-Místek	Český Těšín	České dráhy, a.s.	www.ceskedrahy.cz
5431	V	ČD, a.s. - Havlíčkův Brod	Havlíčkův Brod	Havlíčkův Brod	České dráhy, a.s.	www.ceskedrahy.cz
5436	V	ČD, a.s. - Hodonín	Hodonín	Břeclav	České dráhy, a.s.	www.ceskedrahy.cz
5430	V	ČD, a.s. - Horní Heršpice	Brno-Horní Heršpice	Brno	České dráhy, a.s.	www.ceskedrahy.cz
4268	V	ČD, a.s. - Hradec Králové	Hradec Králové hl.n.	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
5446	V	ČD, a.s. - Hrušovany nad Jevišovkou	Hrušovany nad Jevišovkou	Jihlava	České dráhy, a.s.	www.ceskedrahy.cz
3292	V	ČD, a.s. - Cheb	Cheb	Karlovy Vary	České dráhy, a.s.	www.ceskedrahy.cz
4464	V	ČD, a.s. - Choceň	Choceň	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
1406	V	ČD, a.s. - CHV Lužná u Rakovníka	Lužná u Rakovníka	Beroun	České dráhy, a.s.	www.ceskedrahy.cz
4329	V	ČD, a.s. - CHV Tanvald	Tanvald	Liberec	České dráhy, a.s.	www.ceskedrahy.cz
4615	V	ČD, a.s. - CHV Turnov	Turnov	Turnov	České dráhy, a.s.	www.ceskedrahy.cz
5423	V	ČD, a.s. - Jemnice	Jemnice	Jihlava	České dráhy, a.s.	www.ceskedrahy.cz
5425	V	ČD, a.s. - Jihlava	Jihlava	Jihlava	České dráhy, a.s.	www.ceskedrahy.cz
4531	V	ČD, a.s. - Jilemnice	Jilemnice	Turnov	České dráhy, a.s.	www.ceskedrahy.cz
1402	V	ČD, a.s. - Kladno	Kladno	Kralupy nad Vltavou	České dráhy, a.s.	www.ceskedrahy.cz
1426	V	ČD, a.s. - Kolín	Kolín	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
1417	V	ČD, a.s. - Kralupy nad Vltavou	Kralupy nad Vltavou	Kralupy nad Vltavou	České dráhy, a.s.	www.ceskedrahy.cz
6304	V	ČD, a.s. - Krnov	Krnov	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
5411	V	ČD, a.s. - Kroměříž	Kroměříž	Valašské Meziříčí	České dráhy, a.s.	www.ceskedrahy.cz
5437	V	ČD, a.s. - Kyjov	Kyjov	Břeclav	České dráhy, a.s.	www.ceskedrahy.cz
4136	V	ČD, a.s. - Letohrad	Letohrad	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
4330	V	ČD, a.s. - Liberec	Liberec	Liberec	České dráhy, a.s.	www.ceskedrahy.cz
6292	V	ČD, a.s. - Lipová Lázně	Lipová Lázně	Olomouc	České dráhy, a.s.	www.ceskedrahy.cz
2273	V	ČD, a.s. - Lochovice	Lochovice	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
3299	V	ČD, a.s. - Louny	Louny	Louny	České dráhy, a.s.	www.ceskedrahy.cz
4534	V	ČD, a.s. - Meziměstí	Meziměstí	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
2275	V	ČD, a.s. - Mirošov	Mirošov	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
1423	V	ČD, a.s. - Mladá Boleslav	Mladá Boleslav hl.n.	Nymburk	České dráhy, a.s.	www.ceskedrahy.cz
3309	V	ČD, a.s. - Most	Most	Most	České dráhy, a.s.	www.ceskedrahy.cz
4535	V	ČD, a.s. - Náchod	Náchod	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
2277	V	ČD, a.s. - Netolice	Netolice	České Budějovice	České dráhy, a.s.	www.ceskedrahy.cz
1415	V	ČD, a.s. - Nymburk	Nymburk hl.n.	Nymburk	České dráhy, a.s.	www.ceskedrahy.cz
2271	V	ČD, a.s. - Nýřany	Nýřany	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
1412	V	ČD, a.s. - Olbramovice	Olbramovice	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz
6298	V	ČD, a.s. - Olomouc hl. n.	Olomouc hl.n.	Olomouc	České dráhy, a.s.	www.ceskedrahy.cz
6307	V	ČD, a.s. - Opava	Opava-východ	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
6297	V	ČD, a.s. - Osoblaha	Osoblaha	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
6310	V	ČD, a.s. - Ostrava hl.n.	Ostrava hl.n.	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
5412	V	ČD, a.s. - Otrokovice	Otrokovice	Valašské Meziříčí	České dráhy, a.s.	www.ceskedrahy.cz
4465	V	ČD, a.s. - Pardubice	Pardubice hl.n.	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
1414	V	ČD, a.s. - Pečky	Pečky	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
2265	V	ČD, a.s. - Plzeň, Myčka OV	Plzeň hlavní nádraží	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
306 00	C	ČD, a.s. - Praha jih	Praha-Vršovice	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz
1424	V	ČD, a.s. - Praha Libeň	Praha-Libeň	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz
1427	V	ČD, a.s. - Praha Vršovice	Praha-Vršovice	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz

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2279	V	ČD, a.s. - Protivín	Protivín	České Budějovice	České dráhy, a.s.	www.ceskedrahy.cz
1411	V	ČD, a.s. - Rakovník	Rakovník	Beroun	České dráhy, a.s.	www.ceskedrahy.cz
3306	V	ČD, a.s. - Rumburk	Rumburk	Děčín	České dráhy, a.s.	www.ceskedrahy.cz
1410	V	ČD, a.s. - Sedlčany	Sedlčany	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz
5433	V	ČD, a.s. - Skalice nad Svitavou	Skalice nad Svitavou	Brno	České dráhy, a.s.	www.ceskedrahy.cz
5422	V	ČD, a.s. - Slavonice	Slavonice	Jihlava	České dráhy, a.s.	www.ceskedrahy.cz
4617	V	ČD, a.s. - Stará Paka	Stará Paka	Turnov	České dráhy, a.s.	www.ceskedrahy.cz
6303	V	ČD, a.s. - Suchdol nad Odrou	Suchdol nad Odrou	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
6294	V	ČD, a.s. - Šumperk	Šumperk	Olomouc	České dráhy, a.s.	www.ceskedrahy.cz
2267	V	ČD, a.s. - Tachov	Tachov	Klatovy	České dráhy, a.s.	www.ceskedrahy.cz
5422	V	ČD, a.s. - Telč	Telč	Jihlava	České dráhy, a.s.	www.ceskedrahy.cz
5428	V	ČD, a.s. - Tišnov	Tišnov	Havlíčkův Brod	České dráhy, a.s.	www.ceskedrahy.cz
4532	V	ČD, a.s. - Trutnov	Trutnov hl.n.	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
1409	V	ČD, a.s. - Třemošnice	Třemošnice	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
5429	V	ČD, a.s. - TSV Brno hl. n.	Brno hlavní nádraží	Brno	České dráhy, a.s.	www.ceskedrahy.cz
3304	V	ČD, a.s. - Ústí nad Labem	Ústí n.L. hl.n.	Ústí nad Labem	České dráhy, a.s.	www.ceskedrahy.cz
6302	V	ČD, a.s. - Valašské Meziříčí	Valašské Meziříčí	Valašské Meziříčí	České dráhy, a.s.	www.ceskedrahy.cz
2282	V	ČD, a.s. - Veselí nad Lužnicí	Veselí nad Lužnicí	Tábor	České dráhy, a.s.	www.ceskedrahy.cz
5438	V	ČD, a.s. - Veselí nad Moravou	Veselí nad Moravou	Břeclav	České dráhy, a.s.	www.ceskedrahy.cz
5432	V	ČD, a.s. - Vranovice	Vranovice	Brno	České dráhy, a.s.	www.ceskedrahy.cz
6283	V	ČD, a.s. - Vsetín	Vsetín	Valašské Meziříčí	České dráhy, a.s.	www.ceskedrahy.cz
5427	V	ČD, a.s. - Znojmo	Znojmo	Jihlava	České dráhy, a.s.	www.ceskedrahy.cz
1408	V	ČD, a.s. -Trhový Štěpánov	Trhový Štěpánov	Praha hl.n.	České dráhy, a.s.	www.ceskedrahy.cz
3296	V	ČD-DUSS Terminál, a.s.	Lovosice	Lovosice	ČD-DUSS Terminál, a.s.	cabalka.jaromir@cdd-terminal.cz
6043	V	ČECOMET - Karviná	Karviná hl.n.	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadrah a.cz
1048	V	ČEPS, a.s. – vlečka Čechy střed	Čelákovice-Mochov	Nymburk	DBV-ITL, s.r.o.	www.dbv-itl.cz
4302	V	Černousy	Černousy	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1049	V	Čertovy schody	Beroun	Beroun	Velkolom Čertovy schody, akciová společnost	www.lhoist.com
1050	V	České lupkové závody, a.s.	Nové Strašecí	Beroun	HK spol. s r.o.	mira.hubka@volny.cz
1051	V	Českomoravský cement, a.s., závod Králův Dvůr I (KDC I)	Beroun	Beroun	Českomoravský cement, a.s.	www.heidelbergcement.cz
1401	V	Českomoravský cement, a.s., závod Králův Dvůr II (KDC II)	Beroun	Beroun	Českomoravský cement, a.s.	www.heidelbergcement.cz
5009	V	Českomoravský cement, a.s., závod Mokrá	Blažovice	Brno	Českomoravský cement, a.s.	www.heidelbergcement.cz
1052	V	Českomoravský cement, a.s., závod Praha Radotín	Praha-Radotín	Praha hl.n.	Českomoravský cement, a.s.	www.heidelbergcement.cz
6169	V	Českomoravský štěrk, a.s., vlečka kamenolom Hrabůvka	Drahotuše	Olomouc	Českomoravský cement, a.s.	www.heidelbergcement.cz
5114	V	Českomoravský štěrk, a.s., vlečka kamenolom Kosov	trať Luka nad Jihlavou - Jihlava	Jihlava	Českomoravský cement, a.s.	www.heidelbergcement.cz
5190	V	Českomoravský štěrk, a.s., vlečka kamenolom Olbramovice	Rakšice	Jihlava	Českomoravský cement, a.s.	www.heidelbergcement.cz

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5184	V	Českomoravský štěrk, a.s., vlečka kamenolom Pohled	Pohled	Havlíčkův Brod	Českomoravský cement, a.s.	www.heidelbergcement.cz
5006	V	Českomoravský štěrk, a.s., vlečka pískovna Božice	Božice u Znojma	Jihlava	Českomoravský cement, a.s.	www.heidelbergcement.cz
6116	V	Českomoravský štěrk, a.s., vlečka překladiště Polanka	Výhybna Polanka	Ostrava	Českomoravský cement, a.s.	www.heidelbergcement.cz
6183	V	Českomoravský štěrk, a.s., vlečka štěrkopískovna Tovačov	Tovačov	Olomouc	Českomoravský cement, a.s.	www.heidelbergcement.cz
2028	V	Českomoravský štěrk, a.s.-vlečka pískovna Chlum u Třeboně	Majdalena	Tábor	Českomoravský cement, a.s.	www.heidelbergcement.cz
3050	V	Česko-saské přístavy - přístav Loubí	Děčín východ	Děčín	Raeder & Falge s.r.o.	www.raeder-falge.cz
5083	V	ČEZ a.s., Elektrárna Hodonín	Hodonín	Břeclav	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
6230	V	ČEZ Distribuce, a.s. - rozvodna Červenka	Červenka	Olomouc	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6137	V	ČEZ Distribuce, a.s. - rozvodna Hranice	Hranice na Moravě	Olomouc	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6300	V	ČEZ Správa majetku, s.r.o. - Rozvodný závod Přerov - sklad	Přerov	Olomouc	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
4211	V	ČEZ, a.s. - teplárna Dvůr Králové nad Labem	Dvůr Králové nad Labem	Turnov	SD – Kolejová doprava, a.s.	www.sd-kd.cz
5191	V	ČEZ, a.s. Jaderná elektrárna Dukovany	Rakšice	Jihlava	A K O R s.r.o.	firma.akor@seznam.cz
3059	V	ČEZ, A.S.-ELEKTRÁRNA MĚLNÍK	Hněvice+Dolní Beřkovice	Lovosice	SD – Kolejová doprava, a.s.	www.sd-kd.cz
3039	V	Čížkovická cementárna, a.s.	Čížkovice	Lovosice	Lafarge Cement, a.s.	www.lafarge.cz
5005	V	ČKD Blansko Holding, a.s.	Blansko	Brno	BF Logistics s.r.o.	www.bfl.cz
6190	V	Čokoládovny a. s., o.z. ZORA Olomouc	Olomouc hl.n.	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
2030	V	ČZ Strakonice	Strakonice	Strakonice	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
5267	V	D.P.S. Trade s.r.o.	Vyškov na Moravě	Brno	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
1057	V	DAKO a.s.	Třemošnice	Kolín	GJW Praha spol. s r.o.	www.gjw-praha.cz
6059	V	DEKINVEST - Ostrava Hrušov	Ostrava hl.n. - Hrušov	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6209	V	DELTA ARMY Horka nad Moravou	Horka nad Moravou	Olomouc	DELTA ARMY, s.r.o.	nadvornik.delta@tiscali.cz
3237	V	DeltaChem Ústí nad Labem	Ústí n.L. hl.n. obvod sever	Ústí nad Labem	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1396	V	Depo	Pečky	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1388	V	Depo Bakov nad Jizerou	Bakov nad Jizerou	Turnov	Puš s.r.o.	www.pussro.cz
1390	V	Depo Benešov	Benešov u Prahy	Praha hl.n.	Posázavský Pacifik - doprava s.r.o.	www.posazavsky-pacifik.cz
6112	V	DESPECTUS Investment s.r.o. - Dětřichov nad Bystřicí	Dětřichov nad Bystřicí	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
4508	V	Devro s.r.o.	Hrabačov	Turnov	CZ Logistics, s.r.o.	www.czlog.cz
4428	V	DEXTRA X	Pardubice hl.n.	Česká Třebová	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6139	V	DEZA Valašské Meziříčí	Lhotka nad Bečvou	Valašské Meziříčí	DEZA, a.s.	www.deza.cz
5095	V	DH DEKOR Humpolec	Humpolec	Havlíčkův Brod	JOANNES, s.r.o.	www.joannes.cz
6299	V	DHV Lužná u Rakovníka, ŽST Olomouc	Olomouc hl.n.	Olomouc	České dráhy, a.s.	www.slezskomoravskadraha.cz

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6311	V	DHV Lužná u Rakovníka, ŽST Valašské Meziříčí	Valašské Meziříčí	Valašské Meziříčí	České dráhy, a.s.	www.ceskedrahy.cz
5206	V	DIAMO - Dolní Rožínka	trať Rožná - Bystřice nad Pernštejnem	Havlíčkův Brod	DIAMO, státní podnik	www.diamo.cz
3021	V	DIAMO - Luhov	Brniště	Liberec	IDS - Inženýrské a dopravní stavby Olomouc a.s.	www.ids-olomouc.cz
2031	V	DIAMO - Mydlovary	Dívčice	České Budějovice	DIAMO, státní podnik	www.diamo.cz
1058	V	DLT KLADNO	Kladno Dubí	Kralupy nad Vltavou	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
1059	V	DOBOS s r.o.	Dolní Bousov	Turnov	JIPOK, s.r.o.	jipok.sro@volny.cz
2034	V	DOČEŠ Jarošov nad Nežárkou	Jarošov nad Nežárkou	Tábor	JOANNES, s.r.o.	www.joannes.cz
6158	V	DOLANKA Hovězí u Vsetína	Hovězí u Vsetína	Valašské Meziříčí	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
3189	V	Doly Bílina - úpravna uhlí Ledvice	Světec	Most	SD – Kolejová doprava, a.s.	www.sd-kd.cz
3006	V	Doly Bílina - vlečka hlavního skladu	Bílina	Most	SD – Kolejová doprava, a.s.	www.sd-kd.cz
3009	V	Doly Bílina - vlečka skladu Ropných produktů	Bílina	Most	SD – Kolejová doprava, a.s.	www.sd-kd.cz
5027	V	Dopravní podnik města Brna	Brno-Královo Pole	Brno	Dopravní podnik města Brna,a.s.	www.dpmb.cz
6081	V	Dopravní podnik Ostrava a.s. - Ostrava Třebovice	Ostrava Třebovice	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
5176	V	Dřevozpracující družstvo Lukavec	Pacov	Jihlava	JOANNES, s.r.o.	www.joannes.cz
3019	V	DS SMITH	Boletice nad Labem	Děčín	CZ Logistics, s.r.o.	www.czlog.cz
6242	V	DT - Výhybkárna a strojírna	Prostějov hl.n.	Olomouc	DT-Výhybkárna a strojírna, a.s.	www.dtpv.cz
1106	V	Důl Libušín	Kamenné Žehrovice	Beroun	Railway Capital a.s.	www.railwaycapital.cz
5336	V	DYAS.EU, a.s.	Uherský Ostroh	Valašské Meziříčí	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
1062	V	DYWIDAG PREFA	Lysá nad Labem	Nymburk	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1063	V	DZ Zdice	Zdice	Beroun	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5220	V	E.ON Česká Republika s.r.o. rozvodna Sokolnice	trať Brno-Chrlice - Sokolnice-Telnice	Brno	BF Logistics s.r.o.	www.bfl.cz
2035	V	E.ON., Teplárna Mydlovary	Zliv	České Budějovice	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
5171	V	EIT Trading, vlečka Okříšky	Okříšky	Jihlava	DBV-ITL, s.r.o.	www.dbv-itl.cz
4257	V	EKO-CONTAINER SERVICE, s.r.o.	Týniště nad Orlicí	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
1065	V	Elektrárna Kolín	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
3026	V	Elektroporcelán Louny - Březno	Louny předměstí - Březno u Postoloprt	Louny	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2036	V	Elektropřístroj Písek	Písek město	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4214	V	EMPLA s.r.o. Hradec Králové	Hradec Králové hl.n.	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
6181	V	Energetika Chropyně, a.s.	Chropyně	Olomouc	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
4432	V	enteria	Pardubice hl.n.	Česká Třebová	Chládek a Tintěra, Pardubice a.s.	www.cht-pce.cz
3162	V	EPC	Počerady	Louny	SD – Kolejová doprava, a.s.	www.sd-kd.cz
4418	V	Era plus	Chrudim město	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
4261	V	ESAB Vamberk	Vamberk	Hradec Králové	IDS CARGO a.s.	www.ids-cargo.cz
5201	V	EUROKAPITAL s.r.o. - vlečka Rohatec	Rohatec	Břeclav	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com

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6131	V	EUROVIA Jakubčovice	širá trať dopravna D3 Odry - dopravna D3 Heřmánky	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
4108	V	EUROVIA Kamenolomy, a.s. - lom Chornice	trať Dzbel - Chornice	Česká Třebová	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
2246	V	EUTIT s.r.o. Stará Voda	Lázně Kynžvart	Plzeň	EUTIT s.r.o.	www.eutit.cz
4441	V	EXCALIBUR ARMY, vlečka Přelouč	Přelouč	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
5001	V	EXPONO Steelforce, a.s., Adamov	Adamov	Brno	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
4104	V	EŽ Praha a.s. - Česká Třebová	Česká Třebová	Česká Třebová	Elektrizace železnic Praha a.s.	www.elzel.cz
1070	V	EŽ Praha a.s. – Velký Osek	Velký Osek	Kolín	Elektrizace železnic Praha a.s.	www.elzel.cz
5263	V	EŽ Praha a.s. - Vlkov u Tišnova	Vlkov u Tišnova	Havlíčkův Brod	Elektrizace železnic Praha a.s.	www.elzel.cz
6041	V	Fa Strnadel - Frenštát pod Radhoštěm	Frenštát pod Radhoštěm	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6194	V	FARMAK Olomouc	Olomouc hl.n.	Olomouc	FARMAK, a.s.	www.farmak.cz
5310	V	Fatra, a.s., provoz Napajedla	Napajedla	Valašské Meziříčí	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
3076	V	Ferona, a. s. vlečka Chomutov - Spořice	Chomutov	Most	Ferona, a.s.	www.ferona.cz
5017	V	Ferona, a.s. vlečka Brno - Horní Heršpice	Brno-Horní Heršpice	Brno	Ferona, a.s.	www.ferona.cz
5143	V	Ferona, a.s. vlečka Brno - Modřice	Modřice	Brno	BF Logistics s.r.o.	www.bfl.cz
2039	V	Ferona, a.s. vlečka České Budějovice	České Budějovice	České Budějovice	Ferona, a.s.	www.ferona.cz
4221	V	Ferona, a.s. vlečka Hradec Králové - Slezské předměstí	Hradec Králové Slezské předm.	Hradec Králové	Ferona, a.s.	www.ferona.cz
5112	V	Ferona, a.s. vlečka Jihlava	Jihlava město	Jihlava	Ferona, a.s.	www.ferona.cz
4324	V	Ferona, a.s. vlečka Liberec - Rochlice	Liberec	Liberec	Ferona, a.s.	www.ferona.cz
2038	V	Ferona, a.s. vlečka Plzeň	Plzeň hlavní nádraží	Plzeň	Ferona, a.s.	www.ferona.cz
5313	V	Ferona, a.s. vlečka Staré Město u Uherského Hradiště	Staré Město u Uherského Hradiště	Valašské Meziříčí	Ferona, a.s.	www.ferona.cz
6210	V	Ferona, a.s. vlečka Velká Bystřice	Velká Bystřice	Olomouc	Ferona, a.s.	www.ferona.cz
1074	V	FERROS vlečka Praha	Praha-Vysočany	Praha hl.n.	DBV-ITL, s.r.o.	www.dbv-itl.cz
3034	V	FESTA středisko Česká Lípa	Česká Lípa hl.n.	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5154	V	FIRESTA Modřice	Modřice	Brno	Jiřina Štěpánková	jistep2@seznam.cz
4120	V	Firma FAULHAMMER s.r.o., středisko Polička	Polička	Česká Třebová	Firma FAULHAMMER s.r.o.	www.faulhammer.cz
5063	V	FIRON, spol. s r.o.	Čejč	Břeclav	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
3012	V	FLUORIT Teplice	Bohosudov	Ústí nad Labem	JOANNES, s.r.o.	www.joannes.cz
6253	V	FORTE a.s. Mostkovice	Kostelec na Hané	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
5054	V	FOSFA, a.s.	Boří Les	Břeclav	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
1079	V	FREMIS, a.s. – vlečka Vlašim	Vlašim	Praha hl.n.	DBV-ITL, s.r.o.	www.dbv-itl.cz
1080	V	FV – Plast, a.s. Čelákovice	Čelákovice	Nymburk	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1081	V	Garage Development	Praha-Smíchov	Praha hl.n.	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5320	V	GEBESHUBER Kroměříž	Kroměříž	Valašské Meziříčí	SEP, spol. s r.o.	mitric.sep@centrum.cz
1083	V	GEFCO-HUB	Odbočka Hradišťko – průmyslová zóna	Kolín	ČD Cargo, a.s.	www.cdcargo.cz

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4512	V	GEMEC – UNION a.s.	Lampertice	Hradec Králové	NOR a.s.	www.nor.cz
6052	V	GENETRIX s.r.o., Bohumín	Bohumín	Český Těšín	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
5296	V	GJW Havlíčkův Brod	Havlíčkův Brod	Havlíčkův Brod	GJW Praha spol. s r.o.	www.gjw-praha.cz
4244	V	GNOL	Předměřice nad Labem	Hradec Králové	NOR a.s.	www.nor.cz
6024	V	GO Steel Frýdek Místek	Lískovec u Frýdku	Český Těšín	GO Steel Frýdek Místek a.s.	www.gosteel.cz
1084	V	Goldbeck Prefabeton s.r.o. Skovice	Skovice	Kolín	ČD Cargo, a.s.	www.cdcargo.cz
5050	V	GUMOTEX	Břeclav	Břeclav	M-DOPRASPOL, s.r.o.	f.sebek@quick.cz
1082	V	GUTEWAY INVEST s.r.o.	Úžice	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6093	V	Gypstrend, s.r.o. Kobeřice	Kravaře ve Slezsku	Ostrava	GYPSTREND s.r.o.	www.gypstrend.cz
6173	V	Hanácká potravinářská společnost s.r.o., cukrovar v Prosenicích	Prosenice	Olomouc	Mgr. Josef Tomeček	nadace.okridlene.kolo@iol.cz
5297	V	Harfa, Havlíčkův Brod	Havlíčkův Brod	Havlíčkův Brod	Chládek a Tintěra Havlíčkův Brod, a.s.	www.chladek-tintera.cz
1349	V	Hase elektronic Praha-Uhříněves	Praha-Uhříněves	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
2042	V	HASIT Šumavské vápenice a omítkárny	Velké Hydčice	Klatovy	Antonín Krejčí	ant.krejci@seznam.cz
1389	V	Havelka Křinec	Křinec	Turnov	DBV-ITL, s.r.o.	www.dbv-itl.cz
6280	V	Havelka Písečná	Písečná	Olomouc	DBV-ITL, s.r.o.	www.dbv-itl.cz
6033	V	HK ŠROT s.r.o. - vlečka Baška	Baška	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6029	V	HMMC Nošovice	Dobrá u Frýdku	Český Těšín	RAILLEX, a.s.	sprachal@raillex.cz
1085	V	HÖDLMAYR Č.R. a.s.	Jeneč	Kralupy nad Vltavou	Marcela Čechová	cech.oto@quick.cz
6261	V	HOPR TRADE CZ Zábřeh	Zábřeh na Moravě	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
6096	V	Hospodářské družstvo Hlučín	Hlučín	Ostrava	VA Progres s.r.o.	www.vaprogres.cz
3163	V	Hrabák	Počerady	Louny	Coal Services a.s.	www.coalservices.cz
6062	V	H-Zone, s.r.o. - Hrušov	Ostrava hl.n. - Hrušov	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
3183	V	Chemie Sokolov vl. vl.	Sokolov	Karlovy Vary	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
5215	V	Chemis engine a.s. Slavkov u Brna	Slavkov u Brna	Břeclav	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
3020	V	CHEMOTEX Děčín	Boletice nad Labem	Děčín	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3278	V	CHMELAŘSTVÍ Žatec	Žatec obvod západ	Louny	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
5101	V	Chotěbořské strojírny	Chotěboř	Havlíčkův Brod	GJW Praha spol. s r.o.	www.gjw-praha.cz
2045	V	I.P.P.E. s.r.o.	Chrást u Plzně	Plzeň	DBV-ITL, s.r.o.	www.dbv-itl.cz
3298	V	IDS CARGO a.s. Děčín východ	Děčín východ	Děčín	IDS CARGO a.s.	www.ids-cargo.cz
6279	V	IKB Slévárna Písečná	Písečná	Olomouc	SART-stavby a rekonstrukce a.s.	www.sart.cz
2047	V	Impregnace Soběslav s.r.o.	Soběslav	Tábor	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
5346	V	Ing. Karel Žáček	Bojkovice	Valašské Meziříčí	Lesnická kancelář Ilex s.r.o.	ilex@cmail.cz
4218	V	INPOZ s.r.o. Hradec Králové	Hradec Králové hl.n.	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
4325	V	INTEX, vlečka Vesec u Liberce	Vesec u Liberce	Liberec	DBV-ITL, s.r.o.	www.dbv-itl.cz
6200	V	ISH Olomouc, a.s.	Olomouc hl.n.	Olomouc	OLSPED, s.r.o.	olsped.cz
6045	V	JÄKL Karviná, a.s.	širá trať Petrovice u Karviné - Karviná-Město	Český Těšín	ArcelorMittal Tubular Products Karviná a.s.	www.jakl.cz
6018	V	JANKOSTAV Ostrava Kunčice	Ostrava-Kunčice	Český Těšín	VA Progres s.r.o.	www.vaprogres.cz
4616	V	JARO Kopidlno	Kopidlno	Turnov	CZ Logistics, s.r.o.	www.czlog.cz
4270	V	JARO Ostroměř	Ostroměř	Hradec Králové	CZ Logistics, s.r.o.	www.czlog.cz

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2046	V	Jaroslav Komoň - vlečka Březnice	Březnice	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6254	V	Javořice - Ptenský Dvorek	dopravna D3 Ptení	Olomouc	IDS CARGO a.s.	www.ids-cargo.cz
6146	V	Javořice a.s.-Bystřice pod Hostýnem	Bystřice pod Hostýnem	Valašské Meziříčí	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
1089	V	JAWA Moto spol. s r.o., vlečka Týnec nad Sázavou	Týnec nad Sázavou	Praha hl.n.	DBV-ITL, s.r.o.	www.dbv-itl.cz
1090	V	JHJ Otvovice	Otvovice	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2049	V	Jihočeské letiště České Budějovice	Boršov nad Vltavou	České Budějovice	JOANNES, s.r.o.	www.joannes.cz
5089	V	Jihomoravská armaturka, spol. s r.o., Hodonín	Hodonín	Břeclav	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
2107	V	Jihozápadní dřevařská - Sušice	Sušice	Klatovy	JOANNES, s.r.o.	www.joannes.cz
646 00 + 647 00	R	Jindřichův Hradec – Nová Bystřice, Jindřichův Hradec - Obrataň	Jindřichův Hradec	Tábor	Jindřichohradecké místní dráhy, a.s.	www.jhmd.cz
2050	V	JIP - papírny Větřní	Kájov	České Budějovice	JIP - Papírny Větřní, a. s.	www.jip.cz
3289	V	JKV Depo s.r.o. - Lovosice	Lovosice	Lovosice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2264	V	JOANNES Kaplice	Kaplice	České Budějovice	JOANNES, s.r.o.	www.joannes.cz
6257	V	Kámen Mohelnice	Mohelnice	Olomouc	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
1903	V	Kámen Zbraslav	vlečka ČSL Středokluky	Kralupy nad Vltavou	JOANNES, s.r.o.	www.joannes.cz
3231	V	Kamenina Třemošná	Třemošná u Plzně	Louny	JOANNES, s.r.o.	www.joannes.cz
3208	V	Kamenolom Šluknov	Šluknov - Velký Šenov	Děčín	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
6110	V	KATR a.s.-vlečka Rýmařov	z.n. Rýmařov	Ostrava	KATR a.s.	www.katr.cz
6223	V	KATR a.s.-vlečka Troubelice	Troubelice	Olomouc	KATR a.s.	www.katr.cz
1092	V	KAVALIERGLASS, a.s., vlečka Růženín	Samechov	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1093	V	KAVALIERGLASS, a.s., vlečka Sázava	Sázava	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
6176	V	Kazeto Přerov	Přerov	Olomouc	ANTONÍN B E Z D Í Č E K	abez@email.cz
1094	V	KERACLAY Nehvizdy	Mstětice	Nymburk	DBV-ITL, s.r.o.	www.dbv-itl.cz
3038	V	KERAMOST Obrnice	Odb České Zlatníky 2.TK	Most	DBV-ITL, s.r.o.	www.dbv-itl.cz
6167	V	Kloboucká lesní s.r.o.	Bylnice	Valašské Meziříčí	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
5061	V	KM BETA a.s.	Bzenec přívoz	Břeclav	KM BETA a.s.	kmbeta.cz
C	C	Kolej ČD, a.s. - Děčín hl.n. (1)	Děčín hl.n.	Děčín	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolej ČD, a.s. - kolej č. 4b v ŽST Přnovany	Přnovany	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - Bohumín (1) - (OHV+OPJ+STP)	Bohumín	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - Bohumín (2) - (THÚ)	Bohumín	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - Bohumín (3)	Bohumín	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - České Budějovice (1) - Myčka OV	České Budějovice	České Budějovice	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - České Budějovice (2)	České Budějovice	České Budějovice	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - Děčín (2)	Děčín hl.n.	Děčín	České dráhy, a.s.	www.ceskedrahy.cz

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C	C	Kolejiště ČD, a.s. - Děčín (3)	Děčín hl.n.	Děčín	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - Plzeň hl.n. -POL	Plzeň hlavní nádraží	Plzeň	České dráhy, a.s.	www.ceskedrahy.cz
C	C	Kolejiště ČD, a.s. - Tábor	Tábor	Tábor	České dráhy, a.s.	www.ceskedrahy.cz
1098	V	Kolínský ISOL, s.r.o.,vlečka APA	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
3229	V	Komořany	Třebušice + Most nové nádraží	Most	Coal Services a.s.	www.coalservices.cz
3028	V	Kongresové centrum ILF, vlečka Bystřany	Bystřany v Čechách	Ústí nad Labem	JOANNES, s.r.o.	www.joannes.cz
5259	V	KORDÁRNA Plus a.s., Velká nad Veličkou	Velká nad Veličkou	Břeclav	KORDÁRNA Plus a.s.	kordarna.cz
5167	V	Koryna nábytek a.s.	Nemotice	Břeclav	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6102	V	KOS Krnov	Krnov	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadrah a.cz
5118	V	Kostelecké uzeniny a.s. - vlečka Kostelec	Kostelec u Jihlavy	Jihlava	Lovochemie, a.s.	www.lovochemie.cz
1099	V	KOVO SDS, vlečka Zdice	Zdice	Beroun	DBV-ITL, s.r.o.	www.dbv-itl.cz
2055	V	Kovohutě Příbram	Příbram	Strakonice	Kovohutě Příbram nástupnická, a.s.	www.kovopb.cz
6044	V	KOVONA KARVINÁ, a.s.	Karviná město	Český Těšín	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational. com
1101	V	KOVONA, a.s.	Lysá nad Labem	Nymburk	KŽC Doprava, s.r.o.	www.kzc.cz
5289	V	KOVOSTEEL, s.r.o., vlečka Hodonín	Hodonín	Břeclav	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
5315	V	KOVOSTEEL, s.r.o., vlečka Staré Město	Staré Město u Uherského Hradiště	Valašské Meziříčí	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
3048	V	KOVOŠROT GROUP CZ a.s. - vlečka Děčín	Děčín hl.n.	Děčín	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational. com
4303	V	KOVOŠROT GROUP CZ a.s. - vlečka Hodkovice n. M.	Hodkovice nad Mohelkou	Turnov	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational. com
3077	V	KOVOŠROT GROUP CZ a.s. - vlečka Chomutov	Chomutov	Most	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational. com
1102	V	KOVOŠROT GROUP CZ, vlečka Mělník	Mělník	Děčín	JOANNES, s.r.o.	www.joannes.cz
1288	V	KOVOŠROT Praha-Hostivař	Praha-Hostivař	Praha hl.n.	KOVOŠROT GROUP CZ s.r.o.	www.kovosrot.cz
5026	V	KRÁLOVOPOLSKÁ, a.s.	Brno-Královo Pole	Brno	Vladimír Hofman, provozování dráhy a drážní dopravy	hofman@kralovopolska.cz
4511	V	Krkonošské vápenky Kunčice, vlečka Kunčice nad Labem	Kunčice nad Labem	Turnov	DBV-ITL, s.r.o.	www.dbv-itl.cz
4527	V	Krkonošské vápenky Kunčice, vlečka Vrchlabí	Vrchlabí	Turnov	DBV-ITL, s.r.o.	www.dbv-itl.cz
5110	V	KRONOSPAN Jihlava	Jihlava	Jihlava	SILVA CZ, s.r.o.	www.kronospan.cz
4506	V	KRPA Hostinné - nová	Hostinné	Turnov	KRPA PAPER, a.s.	www.krpa-paper.cz
3027	V	KYSELKA PRAGA Břvany	Břvany	Louny	JOANNES, s.r.o.	www.joannes.cz
3280	V	Labena Žatec	Žatec obvod západ	Louny	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
3184	V	LADEO - Srní I	Srní u České Lípy	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2069	V	LAMIVEX Strakonice	Strakonice	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5007	V	Land - Product a.s.	Božice u Znojma	Jihlava	Land - Product a.s.	www.land-product.com

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2058	V	LASSELSBERGER Borovany	Borovany	České Budějovice	JOANNES, s.r.o.	www.joannes.cz
2059	V	LASSELSBERGER Chlumčany u Dobřan	Chlumčany u Dobřan	Klatovy	JOANNES, s.r.o.	www.joannes.cz
1158	V	LB Cemix, závod Loděnice	Loděnice	Beroun	Českomoravský cement, a.s.	www.heidelbergcement.cz
3062	V	LB IMMO Horní Bříza	Horní Bříza	Louny	JOANNES, s.r.o.	www.joannes.cz
3101	V	LB MINERALS Kaznějov	Kaznějov	Louny	JOANNES, s.r.o.	www.joannes.cz
2062	V	LB MINERALS Meclov	Meclov nz	Klatovy	JOANNES, s.r.o.	www.joannes.cz
2063	V	LB MINERALS Nová Ves nad Lužnicí	Nová Ves nad Lužnicí	Tábor	JOANNES, s.r.o.	www.joannes.cz
3207	V	LB MINERALS Skalná	Skalná - Velký Luh D3	Karlovy Vary	JOANNES, s.r.o.	www.joannes.cz
3211	V	LB MINERALS Vonšov	Vonšov nz.	Karlovy Vary	JOANNES, s.r.o.	www.joannes.cz
2260	V	LB MINERALS Všeradice	Všeradice	Beroun	JOANNES, s.r.o.	www.joannes.cz
5207	V	Lesní družstvo obcí Přibyslav, vlečka Sázava	Sázava u Žďáru	Havlíčkův Brod	GJW Praha spol. s r.o.	www.gjw-praha.cz
4518	V	Lesní společnost Broumov, vlečka Meziměstí	Meziměstí	Hradec Králové	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
2064	V	Lesní společnost Přimda, a. s.	Chodová Planá	Plzeň	Lesní společnost Přimda, s.r.o.	www.lasprimda.com
2263	V	Lesní společnost Železná Ruda	Železná Ruda-Alžbětín	Klatovy	Lesní společnost Železná Ruda, a.s.	vaclav.rubas@centrum.cz
6151	V	Lesnicko-dřevařská firma, spol. s r.o. Rožnov pod Radhoštěm, vlečka Střítež nad Bečvou	dopravna D3 Střítež nad Bečvou	Valašské Meziříčí	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
2248	V	Lesy České republiky s.p., vlečka Kladská I	Lázně Kynžvart	Plzeň	DBV-ITL, s.r.o.	www.dbv-itl.cz
5266	V	Lesy České republiky s.p., vlečka Vranovice	Vranovice	Brno	DBV-ITL, s.r.o.	www.dbv-itl.cz
5168	V	Lesy Pelhřimov	Nová Cerekev	Jihlava	CZ Logistics, s.r.o.	www.czlog.cz
6072	V	LIBROS	Ostrava hl.n. - pravé nádraží	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
2067	V	Ligmet - Lazsko Milín	Milín	Strakonice	JOANNES, s.r.o.	www.joannes.cz
1109	V	LIMA – eko služby s.r.o. vlečka Zruč nad Sázavou	Zruč nad Sázavou	Praha hl.n.	Josef Pekárek	pekarek.josef@mybox.cz
6017	V	Linde Gas a.s., výrobní centrum SC6 Ostrava Kunčice	Ostrava-Kunčice	Český Těšín	VA Progres s.r.o.	www.vaprogres.cz
1111	V	LITRA Mnichovo Hradiště	Mnichovo Hradiště	Turnov	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1112	V	Lomy Mořina	Nučice	Beroun	LOMY MOŘINA spol. s r.o.	www.lomy-morina.cz
3124	V	Lovochemie a.s. - závodová vlečka	Lovosice	Lovosice	Lovochemie, a.s.	www.lovochemie.cz
1113	V	Lubomír Batelka, vlečka Úvaly	Úvaly	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1147	V	Lužec	Lužec	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6031	V	M+P prodej paliv Hnojník	Hnojník	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
2068	V	MABA Prefa Veselí nad Lužnicí	Veselí nad Lužnicí	Tábor	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6106	V	MACCO Bruntál	Bruntál	Ostrava	Petr Šrůtek s.r.o.	petr.srutek@seznam.cz
4318	V	Magna Exteriors (Bohemia) s.r.o.	Liberec - Horní Růžodol	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6073	V	Manipulační kolej 2b, Ostrava - levé nádraží	Ostrava hl.n. - levé nádraží	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com

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C	C	Manipulační kolej č. 7 a 7a v ŽST Klatovy	Klatovy	Klatovy	České dráhy, a.s.	www.ceskedrahy.cz
3160	V	Manipulační sklad Ostrov nad Ohří - KALESPOL	Ostrov nad Ohří	Karlovy Vary	DOSTA s.r.o.	www.dosta.cz
3035	V	Marius Pedersen - Česká Lípa	Česká Lípa hl.n.	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
2070	V	Masokombinát Písek	Písek město	Strakonice	JOANNES, s.r.o.	www.joannes.cz
6148	V	Matyska a.s.	Bystřice pod Hostýnem	Valašské Meziříčí	Matyska a.s.	radek@matyska.cz
2071	V	MAZIVA Týn n. Vlt.	Týn nad Vltavou	České Budějovice	JOANNES, s.r.o.	www.joannes.cz
1117	V	MEFRIT Mělník	Mělník	Děčín	MEFRIT, spol. s r.o.	www.mefrit.cz
5002	V	Mendelova univerzita v Brně, Dřevosklad Adamov	Adamov	Brno	ČD Cargo, a.s.	www.cdcargo.cz
1118	V	Městská vlečka Praha-Čakovice	Praha-Čakovice	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
1119	V	METAL TRADE COMAX, s.r.o., vlečka Velvary	Velvary	Kralupy nad Vltavou	DBV-ITL, s.r.o.	www.dbv-itl.cz
5221	V	Metalimmo s.r.o. - Sokolnice	Sokolnice - Telnice	Brno	SEP, spol. s r.o.	mitric.sep@centrum.cz
5305	V	Metalšrot Tlumačov a.s.	Tlumačov	Valašské Meziříčí	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
5014	V	Metalšrot Tlumačov a.s. - vlečka Brno	Brno dolní nádraží	Brno	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
6248	V	Metalšrot Tlumačov a.s., vlečka Prostějov	Prostějov místní nádraží	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
6228	V	Metalšrot Tlumačov a.s., vlečka Šumperk	Šumperk	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
2104	V	METALURGIE České Budějovice	České Budějovice	České Budějovice	JOANNES, s.r.o.	www.joannes.cz
6014	V	METRANS - Šenov	Havířov	Český Těšín	METRANS, a.s.	www.metrans.eu
4132	V	METRANS Česká Třebová	Česká Třebová	Česká Třebová	METRANS, a.s.	www.metrans.eu
1124	V	METRANS, a.s.	Praha-Uhříněves	Praha hl.n.	METRANS, a.s.	www.metrans.eu
1125	V	METRO – vlečka do depa Kačerov	Praha-Krč	Praha hl.n.	Dopravní podnik hl. m. Prahy, akciová společnost	www.dpp.cz
1126	V	Metrostav – Praha - Horní Počernice	Praha-Horní Počernice	Praha hl.n.	JIPOK, s.r.o.	jipok.sro@volny.cz
3170	V	MEVA divize Bezděkov, Roudnice nad Labem	Roudnice nad Labem	Lovosice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
1127	V	Mi-King s.r.o., K Dílnám, Kolín	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1128	V	Minerální vody Jiří V.Černý	Praha-Vršovice	Praha hl.n.	JIPOK, s.r.o.	jipok.sro@volny.cz
3264	V	Místní dráha Velké Březno - Úštěk	Velké Březno	Ústí nad Labem	MBM rail s.r.o.	www.mbmr.cz
6240	V	MJM Litovel a.s., provoz Blatec	Blatec	Olomouc	Petr Šrůtek s.r.o.	petr.srutek@seznam.cz
6264	V	MJM Litovel a.s., provoz Bludov	Bludov	Olomouc	Petr Šrůtek s.r.o.	petr.srutek@seznam.cz
6236	V	MJM Litovel a.s., provoz Litovel	Litovel předměstí	Olomouc	Petr Šrůtek s.r.o.	petr.srutek@seznam.cz
6088	V	MODEL OBALY a.s., Opava	Opava-východ	Ostrava	CZ Logistics, s.r.o.	www.czlog.cz
1130	V	MOKATE Czech Olbramovice	Olbramovice	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
2255	V	Mondi Bupak - provoz Rožnov	České Budějovice	České Budějovice	Mondi Bupak s.r.o.	www.mondigroup.com
3060	V	Mondi Štětí, a.s.	Hněvice+Štětí	Lovosice	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
3011	V	Montážní základna Chabařovice	Bohosudov	Ústí nad Labem	STRABAG Rail a.s.	www.strabagrail.cz
6213	V	MORA MORAVIA s.r.o., Hlubočky - Mariánské Údolí	Hlubočky - Mariánské Údolí	Olomouc	IDS CARGO a.s.	www.ids-cargo.cz
5194	V	Moravské keramické závody a.s.	Rájec - Jestřebí	Brno	Juraj Ág	jiri.ag@mkz.cz
6207	V	Moravské železárny a.s. Olomouc	Olomouc-Řepčín	Olomouc	UNEX Servis, s.r.o.	www.unex.cz
6904	V	MORSEVA Olomouc	vlečka SSHR Praha	Olomouc	MORSEVA, spol. s r.o.	www.morseva.cz

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6083	V	MORSEVA OLOMOUC, čistící stanice osiv Háj ve Slezsku	Háj ve Slezsku	Ostrava	MORSEVA, spol. s r.o.	www.morseva.cz
2254	V	MOVO Plzeň	Plzeň hlavní nádraží	Plzeň	ŠKODA TRANSPORTATION a.s.	www.movoplzen.cz
4232	V	MRAMORIT a.s.	Káranice	Hradec Králové	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6094	V	MSA Dolní Benešov	Dolní Benešov	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6117	V	MSV Metal Studénka, a.s.	Studénka	Ostrava	VA Progres s.r.o.	www.vaprogres.cz
1136	V	MTH Kladno	Kladno	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1137	V	Mydlářka Trhový Štěpánov	Trhový Štěpánov	Praha hl.n.	Mydlářka a.s.	www.mydlarka.cz
5065	V	NAVOS, a.s. - vlečka Dačice	Dačice	Jihlava	JOANNES, s.r.o.	www.joannes.cz
6255	V	NAVOS, a.s. - vlečka Dzbel	dopravna D3 Dzbel	Olomouc	JOANNES, s.r.o.	www.joannes.cz
5082	V	NAVOS, a.s. - vlečka Hodonice	Hodonice	Jihlava	JOANNES, s.r.o.	www.joannes.cz
5229	V	NAVOS, a.s. - vlečka Hustopeče	Šakvice	Břeclav	JOANNES, s.r.o.	www.joannes.cz
5107	V	NAVOS, a.s. - vlečka Ivančice	Ivančice	Jihlava	JOANNES, s.r.o.	www.joannes.cz
5323	V	NAVOS, a.s. - vlečka Kotojedy	Kroměříž	Valašské Meziříčí	JOANNES, s.r.o.	www.joannes.cz
5322	V	NAVOS, a.s. - vlečka Kroměříž	Kroměříž	Valašské Meziříčí	JOANNES, s.r.o.	www.joannes.cz
5139	V	NAVOS, a.s. - vlečka Miroslav	Miroslav	Jihlava	JOANNES, s.r.o.	www.joannes.cz
5170	V	NAVOS, a.s. - vlečka Olbramkostel	Olbramkostel	Jihlava	JOANNES, s.r.o.	www.joannes.cz
6099	V	NAVOS, a.s. - vlečka Opava	Opava západ	Ostrava	JOANNES, s.r.o.	www.joannes.cz
5183	V	NAVOS, a.s. - vlečka Podivín	Podivín	Břeclav	JOANNES, s.r.o.	www.joannes.cz
6179	V	NAVOS, a.s. - vlečka Přerov	Přerov	Olomouc	JOANNES, s.r.o.	www.joannes.cz
5189	V	NAVOS, a.s. - vlečka Rakšice	Rakšice	Jihlava	JOANNES, s.r.o.	www.joannes.cz
5202	V	NAVOS, a.s. - vlečka Rohatec	Rohatec	Břeclav	JOANNES, s.r.o.	www.joannes.cz
5222	V	NAVOS, a.s. - vlečka Strážnice	Strážnice	Břeclav	JOANNES, s.r.o.	www.joannes.cz
6119	V	NAVOS, a.s. - vlečka Studénka	Studénka	Ostrava	JOANNES, s.r.o.	www.joannes.cz
6124	V	NAVOS, a.s. - vlečka Suchdol nad Odrou	Suchdol nad Odrou	Ostrava	JOANNES, s.r.o.	www.joannes.cz
5088	V	NEFELI s.r.o.	trať Hodonín - Holič nad Moravou (ŽSR)	Břeclav	Ing. Josef Chrbját	prodach.sro@seznam.cz
6003	V	Nehlsen Třinec, s.r.o.	Třinec	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
1227	V	NESALUKA	Nelahozeves	Kralupy nad Vltavou	CZ Logistics, s.r.o.	www.czlog.cz
5129	V	NOMI s.r.o.	Kyjov	Břeclav	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
3261	V	NOPROSU	Varnsdorf	Děčín	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3303	V	NTM Chomutov	Chomutov	Most	České dráhy, a.s.	www.ceskedrahy.cz
6008	V	Odvalová kolej č. 6a, 6b Louky n.O.	Louky nad Olší	Český Těšín	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
1268	V	OK Třebestovice	Třebestovice	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
5402	V	OKV Brno Maloměřice	Brno-Maloměřice	Brno	ČD Cargo, a.s.	www.cdcargo.cz
5401	V	OKV Břeclav	Břeclav	Břeclav	ČD Cargo, a.s.	www.cdcargo.cz
3068	V	OKV Cheb	Cheb	Karlovy Vary	ČD Cargo, a.s.	www.cdcargo.cz
3142	V	OKV Most	Most nové nádraží	Most	ČD Cargo, a.s.	www.cdcargo.cz
1148	V	OKV Nymburk	Nymburk hl.n.	Nymburk	ČD Cargo, a.s.	www.cdcargo.cz
6068	V	OKV Ostrava	Ostrava hl.n.	Ostrava	ČD Cargo, a.s.	www.cdcargo.cz

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6178	V	OKV Přerov Lověšice	Přerov	Olomouc	ČD Cargo, a.s.	www.cdcargo.cz
2077	V	OKV Strakonice	Strakonice	Strakonice	ČD Cargo, a.s.	www.cdcargo.cz
6005	V	OKV Třinec	Třinec	Český Těšín	ČD Cargo, a.s.	www.cdcargo.cz
3254	V	OKV Ústí nad Labem	Ústí n.L. západ	Ústí nad Labem	ČD Cargo, a.s.	www.cdcargo.cz
6262	V	OLMA, a.s. Zábřeh	Zábřeh na Moravě	Olomouc	Lovochemie, a.s.	www.lovochemie.cz
6271	V	Omya CZ s.r.o., vlečka Pomezí	nákladiště Lipová Lázně jeskyně	Olomouc	SART-stavby a rekonstrukce a.s.	www.sart.cz
6272	V	Omya CZ s.r.o., vlečka Vápenná	Vápenná	Olomouc	SART-stavby a rekonstrukce a.s.	www.sart.cz
4417	V	ONIVON a.s.	Chrudim	Česká Třebová	ONIVON a.s.	www.onivon.cz
6265	V	OP papírna, s.r.o. vlečka Olšany	širá trať Ruda nad Moravou - Bludov	Olomouc	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6098	V	OPAMETAL s.r.o. - Opava západ	Opava-západ	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6089	V	Opavská lesní - Branka	zastávka Branka u Opavy	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6132	V	Opavská lesní - Heřmánky	širá trať dopravna D3 Odry - dopravna D3 Heřmánky	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
2078	V	Osev Slapy u Tábora	Slapy	Tábor	Josef PELICH	osevjih@volny.cz
4410	V	OSEVA UNI, a.s., Silo Vysoké Mýto	trať Choceň - Vysoké Mýto	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
5262	V	OSOČKAN Vlkov	Vlkov u Tišnova	Havlíčkův Brod	Elektrizace železnic Praha a.s.	www.elzel.cz
6076	V	Ostravské opravny a strojírny, s.r.o., Ostrava	Ostrava hl.n.	Ostrava	Ostravské opravny a strojírny, s.r.o.	www.oossro.cz
6087	V	OSTROJ a.s.	Opava-východ	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6159	V	OÚ Halenkov	Halenkov	Valašské Meziříčí	Ing. Jaroslav Vrba	vrbajaroslav@seznam.cz
2079	V	OVERLACK, spol. s r.o.	Plzeň-Koterov	Plzeň	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
1155	V	PALIVA SEDLČANY	Sedlčany	Praha hl.n.	PALIVA SEDLČANY s.r.o.	www.palivasedlcany.cz
2080	V	Palstav s.r.o. Č. Budějovice	České Budějovice	České Budějovice	PALSTAV, s.r.o.	www.palstav.cz
6266	V	Papírna Aloisov a.s.	Ruda nad Moravou	Olomouc	Papírna Aloisov a.s.	sanka.r@seznam.cz
6225	V	Pars nova a.s.	Šumperk	Olomouc	Pars nova a.s.	www.parsnova.cz
6129	V	PARTR -Nový Jičín město	dopravna D3 Nový Jičín město	Ostrava	VA Progres s.r.o.	www.vaprogres.cz
6276	V	Patriot MPM s.r.o. Javorník - NAVOS, a.s.	dopravna D3 Javorník ve Slezsku	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
5057	V	Pavel Čabla	Bučovice	Břeclav	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
5160	V	PBS INDUSTRY, a.s., vlečka Moravský Krumlov	Moravský Krumlov	Jihlava	BF Logistics s.r.o.	www.bfl.cz
4319	V	PERISINALE Ostašov	trať Karlov p. Ještědem - Lib.H.Růžodol	Liberec	DBV-ITL, s.r.o.	www.dbv-itl.cz
4121	V	Petr Švanda	Polička	Česká Třebová	ČD Cargo, a.s.	www.cdcargo.cz
2043	V	Pfeifer Holz	Pačejov	České Budějovice	Železniční projekčně-stavební kancelář s.r.o.	602 488 520
3067	V	PH KOVO-RECYCLING CHEB, s.r.o.	Cheb	Karlovy Vary	DOSTA s.r.o.	www.dosta.cz
1159	V	Philips Morris ČR a.s., vlečka Kutná Hora	Kutná Hora hl.n.	Kolín	CZ Logistics, s.r.o.	www.czlog.cz

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6263	V	Pila Hoštejn s.r.o.	Hoštejn	Olomouc	OLSPED, s.r.o.	olsped.cz
6901	V	Pila Paskov - BIOCEL	Paskov	Český Těšín	ČD Cargo, a.s.	www.cdcargo.cz
1160	V	Pila Soběšín	Kácov - Ledečko	Kolín	Posázavský Pacifik - doprava s.r.o.	www.posazavsky-pacifik.cz
6269	V	Pivovar HOLBA a.s. Hanušovice	Hanušovice	Olomouc	Pivovar HOLBA, a.s.	www.holba.cz
6235	V	Pivovar Litovel a.s.	Litovel předměstí	Olomouc	Pivovar Litovel a.s.	www.litovel.cz
6195	V	Pivovar Litovel a.s. závod Olomouc	Olomouc hl.n.	Olomouc	Pivovar Litovel a.s.	www.litovel.cz
2084	V	pivovar Platan Protivín	Protivín	Strakonice	JOANNES, s.r.o.	www.joannes.cz
6028	V	Pivovar RADEGAST	Dobrá u Frýdku	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
2283	V	Plzeňská teplárenská, a.s.	Plzeň	Plzeň	Plzeňská teplárenská, a.s.	www.plzenskateplarenska.cz
2086	V	Polari - PHM, Písek město	Písek město	Strakonice	JOANNES, s.r.o.	www.joannes.cz
6082	V	PORFIX Ostrava -Třebovice	Ostrava-Třebovice	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
1312	V	Porr a.s. Středokluky	Středokluky	Kralupy nad Vltavou	ČD Cargo, a.s.	www.cdcargo.cz
6191	V	Pošta Olomouc 02	Olomouc hl.n.	Olomouc	Česká pošta, s.p.	www.ceskaposta.cz
6066	V	Pošta Ostrava 02	Ostrava hl.n.	Ostrava	Česká pošta, s.p.	www.ceskaposta.cz
5055	V	Poštorenské keramické závody	Boří Les	Břeclav	JOANNES, s.r.o.	www.joannes.cz
1212	V	PRAGORENT	Praha-Horní Počernice	Praha hl.n.	CZ Logistics, s.r.o.	www.czlog.cz
6187	V	PREFA Grygov a.s.	Grygov	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
6222	V	PREFA Troubelice	Troubelice	Olomouc	PREFA Troubelice a.s.	www.prefatroubelice.cz
6175	V	PRECHEZA Přerov	Přerov	Olomouc	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
4254	V	Preymesser Lipovka	trať Solnice - Častolovice	Hradec Králové	M.Preymesser logistika, spol. s r.o.	www.preymesser.de
2007	V	Primagra, a.s. - vlečka Bor	Bor	Klatovy	Primagra, a.s.	www.lovochemie.cz
2008	V	Primagra, a.s. - vlečka Domažlice	Bor	Klatovy	Primagra, a.s.	www.lovochemie.cz
2009	V	Primagra, a.s. - vlečka Horažďovice	Horažďovice	Klatovy	Primagra, a.s.	www.lovochemie.cz
3073	V	Primagra, a.s. - vlečka Cheb	Cheb	Karlovy Vary	Primagra, a.s.	www.primagra.cz
2087	V	Primagra, a.s. - vlečka Milín	Milín	Strakonice	Primagra, a.s.	www.lovochemie.cz
2006	V	Primagra, a.s. - vlečka Mutěnín	Mutěnín	Klatovy	Primagra, a.s.	www.lovochemie.cz
3143	V	Primagra, a.s. - vlečka Nebanice	Nebanice nz.	Karlovy Vary	Primagra, a.s.	www.lovochemie.cz
2011	V	Primagra, a.s. - vlečka Planá	Planá u Mariánských Lázní	Plzeň	Primagra, a.s.	www.lovochemie.cz
2012	V	Primagra, a.s. - vlečka Poběžovice	Poběžovice	Klatovy	Lovochemie, a.s.	www.lovochemie.cz
2013	V	Primagra, a.s. - vlečka Staré Sedliště	Staré Sedliště	Klatovy	Primagra, a.s.	www.lovochemie.cz
2017	V	Primagra, a.s. – vlečka Sušice	Sušice	Klatovy	Primagra, a.s.	www.lovochemie.cz
2014	V	Primagra, a.s. - vlečka Točník	Horažďovice	Klatovy	Primagra, a.s.	www.lovochemie.cz
2015	V	Primagra, a.s. - vlečka Trpísty	Trpísty	Plzeň	Primagra, a.s.	www.lovochemie.cz
3268	V	Primagra, a.s. - vlečka Vojtanov	Vojtanov	Karlovy Vary	Primagra, a.s.	www.lovochemie.cz
1173	V	PRKO - Strančice	Strančice	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
1174	V	Procter & Gamble - Rakona, s.r.o.	Rakovník – Mladotice	Beroun	ČD Cargo, a.s.	www.cdcargo.cz
6252	V	Prodej paliva Kostelec na Hané	Kostelec na Hané	Olomouc	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4256	V	Progles, vlečka Šárovcova Lhota	Šárovcova Lhota	Turnov	DBV-ITL, s.r.o.	www.dbv-itl.cz
6163	V	PROMET FOUNDRY a.s. - Vsetín	Vsetín	Valašské Meziříčí	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
4402	V	PRONTO GAS Čachnov	Čachnov	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz

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2089	V	PROPERTY Plzeň	Plzeň hlavní nádraží	Plzeň	JOANNES, s.r.o.	www.joannes.cz
3088	V	Provodínské písky Provodín a.s.	Jestřebí	Liberec	Provodínské písky a.s.	www.pisky.cz
3023	V	Předávací nádraží Březno u Chomutova	Březno u Chomutova	Most	SD – Kolejová doprava, a.s.	www.sd-kd.cz
2090	V	Příbramská teplárenská a.s.	Příbram	Strakonice	PB Rail s.r.o.	masek@ptpb.cz
3240	V	Přístav Vaňov	Ústí n.L. hl.n. obvod jih	Ústí nad Labem	JOANNES, s.r.o.	www.joannes.cz
5308	V	PSG, a.s.	Otrokovice	Valašské Meziříčí	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
6217	V	PVK Šternberk	Šternberk	Olomouc	Petr Šrůtek s.r.o.	petr.srutek@seznam.cz
6245	V	PV-RECYKLING s.r.o.	Prostějov hl.n.	Olomouc	OLSPED, s.r.o.	olsped.cz
1273	V	Q Park Měšice	Měšice u Prahy	Kralupy nad Vltavou	Marcela Čechová	cech.oto@quick.cz
4124	V	Qanto Svitavy	Svitavy	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
6030	V	QC Company Investment s.r.o. - Dobrá	Dobrá u Frýdku	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
2092	V	R. A. B. Třeboň	Třeboň	Tábor	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
2256	V	Radek Brožovský Chotoviny	Chotoviny	Tábor	Drahoslav Mráček	602501172
5196	V	Ratíškovice - Rohatec	Rohatec	Břeclav	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
5022	V	RAVEN CZ Brno-Chrlice	Brno-Chrlice	Brno	JOANNES, s.r.o.	www.joannes.cz
1167	V	RAVEN CZ Strančice	Strančice	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
6080	V	RAVEN Svinov	Ostrava-Svinov	Ostrava	VA Progres s.r.o.	www.vaprogres.cz
3004	V	REALTORIA k.s., Bělá pod Bezdězem	Bakov nad Jizerou - Bělá pod Bezdězem	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5339	V	REC GROUP s.r.o., vlečka Uherský Brod	Uherský Brod	Valašské Meziříčí	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
6289	V	REGENA Hranice	Hranice na Moravě	Olomouc	REGENA, spol. s r.o.	www.regena.cz
475 00	R	Regionální dráha Česká Kamenice - Kamenický Šenov	Česká Kamenice	Děčín	KŽC Doprava, s.r.o.	www.kzc.cz
408 00	R	Regionální dráha Čížkovice - Obrnice	Čížkovice, Obrnice	Lovosice, Most	AŽD Praha s.r.o.	www.azd.cz
489 00	R	Regionální dráha Dolní Bousov - Kopidlno	Kopidlno, Dolní Bousov	Turnov	AŽD Praha s.r.o.	www.azd.cz
843 00	R	Regionální dráha Milotice nad Opavou - Vrbno pod Pradědem	Milotice nad Opavou	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
123 00	R	Regionální dráha Sokolov - Kraslice	Sokolov	Karlovy Vary	PDV RAILWAY a.s.	www.pdvr.cz
624 00	R	Regionální dráha Trutnov hlavní nádraží - Svoboda nad Úpou	Trutnov hl.n.	Hradec Králové	PDV RAILWAY a.s.	www.pdvr.cz
4222	V	Resonanční pila a.s., Chlumec n/Cidlinou	Chlumec nad Cidlinou	Hradec Králové	DBV-ITL, s.r.o.	www.dbv-itl.cz
5073	V	RICO Havlíčkův Brod	Havlíčkův Brod	Havlíčkův Brod	Chládek a Tintěra Havlíčkův Brod, a.s.	www.chladek-tintera.cz
6075	V	Ridera Bohemia	Ostrava hl.n. - pravé nádraží	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
5273	V	ROSSO STEEL Zaječí	Zaječí	Břeclav	BF Logistics s.r.o.	www.bfl.cz
1306	V	Roztoky	Roztoky u Křivoklátu	Beroun	Ing. Jan DUDÁČEK	jandudacek@quick.cz
4459	V	RSM Hradec Králové, Chrudim město	Chrudim město	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
4133	V	RSM Hradec Králové, ŽST Česká Třebová	Česká Třebová	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
4267	V	RSM Hradec Králové, ŽST Ostroměř	Ostroměř	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
4135	V	RSM Hradec Králové, ŽST Svitavy	Svitavy	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
4134	V	RSM Hradec Králové, ŽST Třebovice v Čechách	Třebovice v Čechách	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz

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4462	V	RSM Hradec Králové, ŽST Zámrsk	Zámrsk	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
6305	V	RSM Olomouc, ŽST Krnov	Krnov	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
6309	V	RSM Olomouc, ŽST Litovel předměstí	Litovel předměstí	Olomouc	České dráhy, a.s.	www.ceskedrahy.cz
1418	V	RSM Praha, ŽST Byšice	Byšice	Nymburk	České dráhy, a.s.	www.ceskedrahy.cz
1419	V	RSM Praha, ŽST Kolín	Kolín	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
1405	V	RSM Praha, ŽST Kolín m.n.	Kolín	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
1420	V	RSM Praha, ŽST Kralupy nad Vltavou	Kralupy nad Vltavou	Kralupy nad Vltavou	České dráhy, a.s.	www.ceskedrahy.cz
6136	V	RSPM Praha - vlečka Hranice	Hranice na Moravě	Olomouc	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
3003	V	RT Power-Bělá pod Bezdězem	Bělá pod Bezdězem	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4229	V	RUND	Jaroměř	Hradec Králové	CZ Logistics, s.r.o.	www.czlog.cz
2094	V	Rybářství Třeboň Hld. A.s. - provoz Hluboká nad Vltavou	Hluboká nad Vltavou	České Budějovice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6278	V	Řetězárna a.s.	širá trať Jeseník – Písečná	Olomouc	Řetězárna a.s.	www.retezarna.cz
1028	V	S.P.T. spol. s r.o., vlečka Dobříš	Dobříš	Praha hl.n.	DBV-ITL, s.r.o.	www.dbv-itl.cz
5059	V	SAGRAS, a.s. Bystřice nad Pernštejnem	Bystřice nad Pernštejnem	Havlíčkův Brod	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
5291	V	SAKO Brno, a.s. - Slatina	Brno-Slatina	Brno	BF Logistics s.r.o.	www.bfl.cz
6047	V	SALTAGRO a.s. - Petrovice u Karviné	Petrovice u Karviné	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6056	V	SANRE, spol. s r.o. - vlečka Bohumín	Bohumín	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
1181	V	Satalice truhlárna	Praha-Satalice	Praha hl.n.	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1182	V	SCREWS & WIRE Libčice a.s.	Libčice nad Vltavou	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5198	V	SD FEROTECH, s.r.o.	Rohatec	Břeclav	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
4603	V	Seco Industries, s.r.o., vlečka Jičín	Jičín	Turnov	DBV-ITL, s.r.o.	www.dbv-itl.cz
3286	V	Sedlecký kaolin a.s., vlečka Božičany	Božičany z.	Karlovy Vary	JOANNES, s.r.o.	www.joannes.cz
3180	V	Sedlecký kaolin a.s., vlečka Sadov	Sadov nz.	Karlovy Vary	JOANNES, s.r.o.	www.joannes.cz
6130	V	Semperflex Optimit s.r.o.	Odry	Ostrava	Semperflex Optimit s.r.o.	lubomir.jindra@semperflex.cz
1114	V	SERGO Logistics Park Prague	Praha-Ruzyně - Hostivice	Praha hl.n.	CZ Logistics, s.r.o.	www.czlog.cz
2102	V	SH-EKO - Ražice	Ražice	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2096	V	Schiedel Zliv	Zliv	České Budějovice	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
6149	V	SCHOTT CR, a.s. - Valašské Meziříčí	Valašské Meziříčí	Valašské Meziříčí	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6040	V	Siemens, s.r.o. - Frenštát pod Radhoštěm	Frenštát pod Radhoštěm	Český Těšín	JOANNES, s.r.o.	www.joannes.cz
6250	V	SIGMA Lutín a.s.	dopravna D3 Třebčín	Olomouc	SIGMA DOPRAVA spol. s r.o.	z.sedlacek@sigma-doprava.cz
6101	V	Silo - Město Albrechtice	Město Albrechtice	Ostrava	Railway Capital a.s.	www.railwaycapital.cz
2097	V	Silo Borek u Zbiroha	Zbiroh	Plzeň	Ing. Jan DUDÁČEK	jandudacek@seznam.cz
1187	V	Silo Ronov s.r.o., vlečka Ronov nad Doubravou	Ronov nad Doubr.	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
4454	V	Skanska a.s. - vlečka kamenolom Zárubka	trať Žďárec u Skutče - Chrast u Chrudimi	Česká Třebová	Skanska a.s.	www.skanska.cz

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1189	V	Skanska a.s. - vlečka montážní základna Kralupy nad Vltavou	Kralupy nad Vltavou	Kralupy nad Vltavou	Skanska a.s.	www.skanska.cz
1191	V	Skanska a.s. - vlečka Praha Hostivař	Praha-Hostivař	Praha hl.n.	Skanska a.s.	www.skanska.cz
2099	V	Skanska DS - vlečka montážní základna Křemže			Skanska a.s.	www.skanska.cz
4902	V	Skladový areál MR Borohrádek	Borohrádek	Hradec Králové	Traťová strojní společnost, a.s.	www.tsscargo.cz
5087	V	Sklady Hodonín	trať Hodonín - Holič nad Moravou (ŽSR)	Břeclav	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
2103	V	Sladovna Tábor	Tábor	Tábor	ČD Cargo, a.s.	www.cdcargo.cz
6246	V	SLADOVNY SOUFFLET ČR, a.s. - vlečka Prostějov	Prostějov hl.n.	Olomouc	SLADOVNY SOUFFLET ČR, a.s.	www.slad.cz
5321	V	SLADOVNY SOUFFLET ČR, a.s., vlečka Kroměříž	Kroměříž	Valašské Meziříčí	BF Logistics s.r.o.	www.bfl.cz
5081	V	SLADOVNY SOUFFLET ČR, a.s., závod Hodonice	Hodonice	Jihlava	BF Logistics s.r.o.	www.bfl.cz
5106	V	SLADOVNY SOUFFLET ČR, a.s., závod Kroměříž, vlečka Ivanovice na Hané	Ivanovice na Hané	Brno	BF Logistics s.r.o.	www.bfl.cz
1193	V	Sladovny Soufflet, závod Nymburk	Nymburk město	Nymburk	CZ Logistics, s.r.o.	www.czlog.cz
6077	V	SLEZSKOMORAVSKÁ DRÁHA a.s. - Bdr	Ostrava hl.n.	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadrah a.cz
6035	V	SLEZSKOMORAVSKÁ DRÁHA a.s. - Frýdlant nad Ostravicí	Frýdlant nad Ostravicí	Český Těšín	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadrah a.cz
2105	V	Sloupárna Majdalena	Majdalena	Tábor	SLOUPÁRNA Majdalena s.r.o.	www.slouparna.cz
5344	V	Slovácké strojírny, a.s.	Uherský Brod	Valašské Meziříčí	Slovácké strojírny, akciová společnost	www.sub.cz
2106	V	SOKV České Budějovice	České Budějovice	České Budějovice	ČD Cargo, a.s.	www.cdcargo.cz
6067	V	SOKV Ostrava	Ostrava hl.n.	Ostrava	ČD Cargo, a.s.	www.cdcargo.cz
6192	V	SOLNÉ MLÝNY Olomouc	Olomouc hl.n.	Olomouc	OLSPED, s.r.o.	olsped.cz
1196	V	SPOLEČNOST KOLEJOVÝCH VOZIDEL s.r.o., areál ZLIČÍN	Praha-Zličín	Praha hl.n.	NOR a.s.	www.nor.cz
3245	V	Spolek pro chemickou a hutní výrobu a.s., Ústí nad Labem	Ústí n.L. západ	Ústí nad Labem	Spolek pro chemickou a hutní výrobu, akciová spoločnost	www.spolchemie.cz
1197	V	Správa a údržba silnic Pardubického kraje, vlečka Třemošnice	Třemošnice	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
6904-6192	V	SSHR Praha - SOLNÉ MLÝNY Olomouc	vlečka SSHR Praha	Olomouc	OLSPED, s.r.o.	olsped.cz
1095	V	SSHR Vinařice	Kladno Dubí	Kralupy nad Vltavou	JOANNES, s.r.o.	www.joannes.cz
1199	V	SSQ Property a.s., vlečka Kolín	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
6021	V	STABRA CZ	Vratimov	Český Těšín	VA Progres s.r.o.	www.vaprogres.cz
6202	V	STAMEDOP, a.s. Olomouc	Olomouc hl.n.	Olomouc	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
1202	V	Stará vlečka	Praha-Zličín	Praha hl.n.	Marcela Čechová	cech.oto@quick.cz
5301	V	Stavební materiály Schaffer s.r.o.	Hulín	Valašské Meziříčí	OLSPED, s.r.o.	olsped.cz
5169	V	STOPR, s.r.o. - vlečka Nové Město na Moravě	Nové Město na Moravě	Havlíčkův Brod	Provozování dráhy, kolejové stavby a servis Tomáš Brýda	tomas.bryda@gmail.com
2111	V	Stora Enso Wood Products Planá s.r.o.	Planá u Mariánských Lázní	Plzeň	DBV-ITL, s.r.o.	www.dbv-itl.cz
5284	V	Stora Enso Wood Products Ždírec	Ždírec nad Doubravou	Havlíčkův Brod	ČD Cargo, a.s.	www.cdcargo.cz

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2131	V	SUBLIMA CZ, s.r.o.	Březnice	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4115	V	SV metal s.r.o. Letohrad	Letohrad	Česká Třebová	Ing. František SMOLA	www.vlecky.altre.cz
5328	V	SVIT	Zlín střed	Valašské Meziříčí	Alpiq Generation (CZ) s.r.o.	generation.alpiq.cz
6301	V	SVOR Skrochovice	Skrochovice	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.ceskedrahy.cz
1209	V	ŠKODA AUTO a.s.- Mladá Boleslav	Mladá Boleslav město	Nymburk	Ing. František SMOLA	www.vlecky.altre.cz
4253	V	ŠKODA AUTO Solnice	Solnice	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
4252	V	ŠKODA AUTO-Kvasiny II	Solnice	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
5028	V	Škrobárna Reality, a.s.	Brno-Maloměřice	Brno	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
5032	V	Šmeral Brno, a.s.	Brno-Maloměřice	Brno	DBV-ITL, s.r.o.	www.dbv-itl.cz
5126	V	Šroubárna Kyjov	Kyjov	Břeclav	LOKOTRANS SERVIS s.r.o.	www.lokotransservis.cz
788 00 789 00	R	Šumperk - Petrov nad Desnou - Sobotín/ a Petrov nad Desnou - Kouty nad Desnou	Šumperk	Olomouc	SART-stavby a rekonstrukce a.s.	www.sart.cz
6122	V	TATRA TRUCKS a.s.	Kopřivnice nákladové nádraží	Ostrava	Zdeněk Valchář - VA Progres	www.vaprogres.cz
4606	V	TEC Cukrovar Kopidlno a.s.	Kopidlno	Turnov	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1091	V	TEDOP s.r.o.	Čáslav	Kolín	TEDOP s.r.o.	www.tedop.cz
2116	V	Teplárna České Budějovice - hlavní závod	České Budějovice	České Budějovice	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
3230	V	Teplárna Komořany	Třebušice	Most	DOSTA s.r.o.	www.dosta.cz
2081	V	Teplárna Loučovice	Loučovice - Lipno nad Vltavou	České Budějovice	DBV-ITL, s.r.o.	www.dbv-itl.cz
6203	V	Teplárna Olomouc	širá trať Olomouc hl.n. - Olomouc-Nová Ulice	Olomouc	BPS-Prastav, s.r.o.	www.bps-prastav.cz
2117	V	Teplárna Písek	Písek	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5023	V	Teplárny Brno, a.s. - provoz Červený mlýn	Brno-Královo pole	Brno	BF Logistics s.r.o.	www.bfl.cz
5030	V	Teplárny Brno, a.s. - provoz Špitálka	Brno-Maloměřice	Brno	BF Logistics s.r.o.	www.bfl.cz
4314	V	Teplárny Liberec	Liberec (dolní nádraží)	Liberec	CZ Logistics, s.r.o.	www.czlog.cz
2119	V	TERASO Horažďovice	Horažďovice	Klatovy	TERASO Horažďovice, s.r.o.	www.teraso.cz
6182	V	Tereos TTD, a.s. Závod lihovar Kojetín	Kojetín	Olomouc	BF Logistics s.r.o.	www.bfl.cz
4419	V	Tereos TTD, a.s., vlečka Chrudim	Chrudim město	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
5020	V	Terminal Brno	Brno-jih	Brno	ČD Cargo, a.s.	www.cdcargo.cz
6086	V	TEVA	Opava-Komárov	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
6091	V	THORSSEN s.r.o. - Mladecko	dopravna D3 Mladecko	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
5309	V	TOMA, a.s.	Otrokovice	Valašské Meziříčí	Cargo Motion s.r.o.	cargom.cz
5037	V	Tomáš Novotný - Cementárna Maloměřice	Brno-Maloměřice	Brno	Českomoravský cement, a.s.	www.heidelbergcement.cz
2120	V	TOMEGAS Branice	Branice	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6147	V	TON Bystřice pod Hostýnem	Bystřice pod Hostýnem	Valašské Meziříčí	TON a.s.	www.ton.eu
5318	V	TON Holešov	Holešov	Valašské Meziříčí	TON a.s.	www.ton.eu

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4429	V	TOPEK - Oil.cz, a.s. vlečka Pardubice	Pardubice hl.n.	Česká Třebová	JOANNES, s.r.o.	www.joannes.cz
1214	V	TOPEK-Oil.cz, a.s. vlečka Červené Pečky	nz. Červené Pečky	Kolín	JOANNES, s.r.o.	www.joannes.cz
1407	V	TOPÍRNA ZÁSMUKY	Zásmuky	Kolín	KŽC Doprava, s.r.o.	www.kzc.cz
6184	V	TOPOS PREFA Tovačov	Tovačov	Olomouc	GJW Praha spol. s r.o.	www.gjw-praha.cz
3051	V	TOS Varnsdorf	Dolní Podluží	Děčín	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5304	V	TOSHULIN, a.s.	Hulín	Valašské Meziříčí	TOSHULIN, a.s.	www.toshulin.cz
1186	V	TOTAL ČESKÁ REPUBLIKA s.r.o., vlečka Kouřim	Kouřim	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
3032	V	TRANSPEDIA Česká Kamenice	Česká Kamenice - Mlýny	Děčín	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1297	V	Trelleborg Wheel Systems Czech Republic a.s.	Praha-Zahradní město	Praha hl.n.	ČD Cargo, a.s.	www.cdcargo.cz
6078	V	TROJEK - Ostrava hl.n.-levé	Ostrava hl.n.-levé nádraží	Ostrava	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
1216	V	TROJEK, s.r.o., vlečka Kolín	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
6065	V	TSR Ostrava-Přívoz	Ostrava hl.n.	Ostrava	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
4201	V	TSS Borohrádek	Borohrádek	Hradec Králové	TSS Cargo a.s.	www.tsscargo.cz
4217	V	TSS Hradec Králové	Hradec Králové hl. n.	Hradec Králové	Traťová strojní společnost, a.s.	www.tssas.cz
5348	V	TSS Hulín	Hulín	Valašské Meziříčí	TSS Cargo a.s.	www.tsscargo.cz
3119	V	TSS Lovosice	Lovosice	Lovosice	Traťová strojní společnost, a.s.	www.tssas.cz
2122	V	TSS Starý Plzenec	Starý Plzenec	Plzeň	Traťová strojní společnost, a.s.	www.tssas.cz
6157	V	Uhelné sklady Jablůnka	Jablůnka	Valašské Meziříčí	M.NAVY, s.r.o.	www.m-navy.cz
1222	V	Uhelné sklady Strančice	Strančice	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
6221	V	UNEX a.s. Uničov	širá trať ŽST Uničov - ŽST Újezd u Uničova	Olomouc	UNEX Servis, s.r.o.	www.unex.cz
1226	V	UNIKOM a.s. – vlečka Uhlířské Janovice	Uhlířské Janovice	Kolín	Josef Pekárek	pekarek.josef@mybox.cz
6141	V	UNITOOLS CZ a.s. Valašské Meziříčí	Valašské Meziříčí	Valašské Meziříčí	ARGO CONSULTING, s.r.o.	benesik.argo@volny.cz
3242	V	Usti Infrastructure s.r.o. hlavní závod - dolní větev 2	Ústí nad Labem-Střekov	Ústí nad Labem	Usti Infrastructure s.r.o.	www.oleochem.cz
3243	V	Usti Infrastructure s.r.o. hlavní závod - horní větev 1	Ústí nad Labem-Střekov	Ústí nad Labem	Usti Infrastructure s.r.o.	www.oleochem.cz
3241	V	Usti Infrastructure s.r.o. hlavní závod - Klihovna	Ústí nad Labem-Střekov	Ústí nad Labem	Usti Infrastructure s.r.o.	www.oleochem.cz
5134	V	UVR Mníšek pod Brdy a.s.	Lužice	Břeclav	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
6058	V	VADS BOHUMÍN	Bohumín	Český Těšín	AWT ROSCO a.s.	www.pkpcargointernational.com
6156	V	VALSTEEL Bystřička	Bystřička	Valašské Meziříčí	CZ Logistics, s.r.o.	www.czlog.cz
6260	V	Vápenka Vitošov, s.r.o.	Zábřeh na Moravě	Olomouc	VÁPENKA VITOŠOV s.r.o.	www.vapenka-vitosov.cz
6239	V	Vápenka Vitoul Měrotín	dopravna D3 Mladeč	Olomouc	VÁPENKA VITOUL s.r.o.	www.vitoul.cz
1336	V	VARI	Lysá nad Labem	Kolín	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1902	V	VČS Beroun	Beroun	Beroun	Vápenka Čertovy schody a.s.	www.lhoist.com
4502	V	Veba a.s. Broumov, vlečka Broumov	Broumov	Hradec Králové	NOR a.s.	www.nor.cz

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4503	V	Veba a.s. Broumov, vlečka Broumov Olivětín	Broumov-Olivětín	Hradec Králové	NOR a.s.	www.nor.cz
3259	V	VELVETA a.s. Varnsdorf	Varnsdorf	Děčín	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3036	V	Vendys Česká Lípa - I.	Česká Lípa hl.n.	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6103	V	Veolia Energie ČR - Krnov	Krnov	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
6079	V	Veolia Energie ČR - Třebovice	Ostrava-Svinov	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
1168	V	Vera Gloria s.r.o.	Dymokury nz.	Hradec Králové	DBV-ITL, s.r.o.	www.dbv-itl.cz
5124	V	VETROPACK MORAVIA GLASS	Kyjov	Břeclav	BPS-Prastav, s.r.o.	www.bps-prastav.cz
6108	V	Větrovan	širá trať Bruntál – Malá Morávka	Ostrava	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
5193	V	VIA-REK s.r.o. Rájec-Jestřebí	Rájec - Jestřebí	Brno	Ing. František SMOLA	www.vlecky.altre.cz
6277	V	VITKOVICE HARD	Jeseník	Olomouc	VÍTKOVICE POWER ENGINEERING a.s.	www.vitkovice.cz
6071	V	VÍTKOVICKÁ DOPRAVA	Ostrava střed; Ostrava-Vítkovice	Ostrava	VÍTKOVICKÁ DOPRAVA a.s.	www.vitkovice.cz
2124	V	Vladimír Beneš - Temelín	Temelín	České Budějovice	SLEZSKOMORAVSKÁ DRÁHA a.s.	www.slezskomoravskadraha.cz
1229	V	Vlečka a.s. ZZ Plzeň, provoz Kralovice	Kralovice	Beroun	JOANNES, s.r.o.	www.joannes.cz
3190	V	Vlečka - areál Hostomice	Světec	Most	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3291	V	Vlečka - Depo Teplice	Teplice v Čechách	Ústí nad Labem	Správa Ústecké dráhy s.r.o.	www.usteckadraha.cz
2098	V	Vlečka - Planá nad Lužnicí	Planá nad Lužnicí	Tábor	ČD Cargo, a.s.	www.cdcargo.cz
1231	V	Vlečka – přístav Kolín	Kolín	Kolín	České přístavy, a.s.	www.ceskepristavy.cz
1232	V	Vlečka - přístav Mělník	Mělník	Děčín	České přístavy, a.s.	www.ceskepristavy.cz
3258	V	Vlečka - přístav Ústí nad Labem	Ústí n.L. hl.n. obvod sever	Ústí nad Labem	České přístavy, a.s.	www.ceskepristavy.cz
2266	V	VLEČKA - Výtopna Babín	Horažďovice předměstí	Strakonice	RETROLOK s.r.o.	www.retlok.com
3086	V	Vlečka A.G. Service, Chotěšov pod Hazmburkem	Chotěšov pod Hazmburkem	Lovosice	Miloš Hojda-Business-service	www.agservice.cz
1235	V	Vlečka A.Z. – Hostivice	Hostivice	Kralupy nad Vltavou	A.ZADÁK - STAV., spol. s r.o.	www.azadakstav.cz
3249	V	Vlečka ACTIVIUS Ústí nad Labem	Ústí n.L. hl.n. obvod sever	Ústí nad Labem	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
4609	V	Vlečka Actual spinning Nová Paka	Nová Paka	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
6189	V	Vlečka ADM Olomouc	Olomouc hl.n.	Olomouc	IDS CARGO a.s.	www.ids-cargo.cz
1236	V	Vlečka AGP-Beroun-Závodí	Beroun-Závodí	Beroun	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2002	V	Vlečka AGRO Blatná a.s.	Rokycany	Plzeň	AGRO Blatná a.s.	www.agroblatna.cz
2003	V	Vlečka AGRO Radomyšl	Radomyšl	Strakonice	EDOP s.r.o.	v.kamba@tiscali.cz
4130	V	Vlečka AGRO Žamberk a.s.	Žamberk	Česká Třebová	Ing. František SMOLA	www.vlecky.altre.cz
1237	V	Vlečka Agrodružstvo Katusice	Katusice	Nymburk	DBV-ITL, s.r.o.	www.dbv-itl.cz
4112	V	Vlečka Agrochem a.s. Lanškroun	Lanškroun	Česká Třebová	Agrochem a.s. Lanškroun	www.agrochem.cz
4111	V	Vlečka Agrochem a.s. Lanškroun (ZZN)	Lanškroun	Česká Třebová	Agrochem a.s. Lanškroun	www.agrochem.cz
2259	V	Vlečka AGRONA Hostomice	Hostomice pod Brdy	Beroun	Ing. Jan DUDÁČEK	jandudacek@seznam.cz

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4246	V	Vlečka Agropodnik a.s. Hradec Králové, stř. Sadová	Sadová	Hradec Králové	Agropodnik a.s. Hradec Králové	www.agropodnikhk.cz
5079	V	Vlečka Amylon Havlíčkův Brod	Havlíčkův Brod	Havlíčkův Brod	Amylon, a.s.	www.amylon.cz
1241	V	Vlečka ARS ALTMANN Lysá nad Labem	Lysá nad Labem	Nymburk	Jitka OTAVOVÁ	karelotava@centrum.cz
1244	V	Vlečka Avia a.s.	Praha-Čakovice	Praha hl.n.	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3301	V	Vlečka AWT - Lovosice	Lovosice	Lovosice	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
4315	V	Vlečka Babylon	Liberec (dolní nádraží)	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1022	V	Vlečka BAEST Machinery Holding, a.s., Benešov u Pr.	Benešov u Prahy	Praha hl.n.	BAEST Machinery Holding, a.s.	www.baest.cz
1247	V	Vlečka Beck International	Mělník	Děčín	CZ Logistics, s.r.o.	www.czlog.cz
2125	V	Vlečka Bělčice	Bělčice	Strakonice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1248	V	Vlečka BETONIKA plus s.r.o.	Vraňany - Lužec	Kralupy nad Vltavou	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1249	V	Vlečka BIOLÍH Kolín, a.s.	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
3002	V	Vlečka Brik - Bečov u Mostu	Bečov u Mostu	Louny	DBV-ITL, s.r.o.	www.dbv-itl.cz
1251	V	Vlečka BSS METACO a.s.	Brandýs n/L. – Toušeň	Nymburk	JOANNES, s.r.o.	www.joannes.cz
1253	V	Vlečka CEMBRIT Beroun – Závodí	Beroun-Závodí	Beroun	Michal Keller	www.cembrit.cz
4440	V	Vlečka CEMEX	Prachovice	Česká Třebová	CEMEX Logistics, s.r.o.	www.transplus.cz
4212	V	Vlečka Cerekvice	Hněvčeves	Hradec Králové	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5277	V	Vlečka COLAS Dyje	trať Hodonice - Znojmo	Jihlava	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3125	V	Vlečka Commexim Group Sulejovice	Lovosice - Čížkovice	Lovosice	Raeder & Falge s.r.o.	www.raeder-falge.cz
5244	V	Vlečka Čebín	Tišnov	Havlíčkův Brod	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
5156	V	Vlečka Čech odpady Jemnice	Jemnice	Břeclav	CityRail, a.s.	hruska@cityrail.cz
6251	V	Vlečka Čelechovice na Hané	Čelechovice na Hané	Olomouc	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4110	V	Vlečka ČEZ Distribuce RO Krasíkov	Krasíkov	Česká Třebová	Ing. František SMOLA	www.vlecky.altre.cz
4262	V	Vlečka ČEZ Distribuce RO Všestary	Všestary	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
4524	V	Vlečka ČEZ, a.s. - elektrárna Poříčí	Trutnov střed	Hradec Králové	SD – Kolejová doprava, a.s.	www.sd-kd.cz
3094	V	Vlečka ČEZ, a.s.-elektrárna Prunéřov	Kadaň-Prunéřov	Most	SD – Kolejová doprava, a.s.	www.sd-kd.cz
1262	V	Vlečka ČKD Kutná Hora	Kutná Hora hl.n.	Kolín	CityRail, a.s.	hruska@cityrail.cz
1264	V	Vlečka ČKD Slaný	Podlešín – Slaný	Kralupy nad Vltavou	KOLSTAV - KRALUPY s.r.o.	kolstav@quick.cz
4415	V	Vlečka DADRUS	Chrast u Chrudimi	Česká Třebová	GJW Praha spol. s r.o.	www.gjw-praha.cz
3074	V	Vlečka Day - Dec s.r.o.	Chodov	Karlovy Vary	DOSTA s.r.o.	www.dosta.cz
3074	V	Vlečka Day - Dec s.r.o. / Vlečka - Montážní základna Chodov	(Chodov) - Vlečka Day - Dec s.r.o.	Karlovy Vary	DOSTA s.r.o.	www.dosta.cz
4411	V	Vlečka De Heus a.s. Běstovice	trať Choceň - Újezd u Chocně	Česká Třebová	Ing. František SMOLA	www.vlecky.altre.cz
5448	V	Vlečka DEPO Zastávka U Brna	Zastávka u Brna	Brno	MBM rail s.r.o.	www.mbmr.cz
1026	V	Vlečka Depozitář PVTKŽ - Vlašim	Vlašim	Praha hl.n.	PVTKŽ Benešov, s.r.o.	602 174 879

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6049	V	Vlečka Dětmarovice	Dětmarovice	Český Těšín	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
2033	V	Vlečka DIOSS NÝŘANY	Nýřany	Plzeň	JOANNES, s.r.o.	www.joannes.cz
1266	V	Vlečka DOBET s.r.o., Krhanice	Krhanice – Jílové u Prahy	Praha hl.n.	Ing. František SMOLA	www.vlecky.altre.cz
3248	V	Vlečka DOBET s.r.o., Mariánská skála	Ústí n.L. hl.n. obvod sever	Ústí nad Labem	Ing. František SMOLA	www.vlecky.altre.cz
6282	V	Vlečka DPOV Přerov	Přerov	Olomouc	DPOV, a.s.	www.dpov.cz
5439	V	Vlečka DPOV Veselí nad Moravou	Veselí nad Moravou	Břeclav	DPOV, a.s.	www.dpov.cz
4224	V	Vlečka Dr. Pio Kinský dal Borgo, Chlumec nad Cidlinou	Chlumec nad Cidlinou	Hradec Králové	PRODRA s.r.o.	www.prodra.cz
1267	V	Vlečka Draslovka Kolín	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1061	V	Vlečka DYKO	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
2127	V	Vlečka Ekošrot Horšovský Týn	Horšovský Týn	Klatovy	Železniční projekčně-stavební kancelář s.r.o.	www.zpk-ds.cz
2128	V	Vlečka Ekošrot Žichovice	Žichovice	Klatovy	Železniční projekčně-stavební kancelář s.r.o.	www.zpk-ds.cz
4446	V	Vlečka Elektrárna Chvaletice	Řečany nad Labem	Česká Třebová	ČD Cargo, a.s.	www.cdcargo.cz
4237	V	Vlečka Elektrárny Opatovice	odbočka ELNA Opatovice nad Labem	Hradec Králové	Elektrárny Opatovice, a.s.	www.eop.cz
4259	V	Vlečka Elitex reality	Týniště nad Orlicí	Hradec Králové	DBV-ITL, s.r.o.	www.dbv-itl.cz
1068	V	Vlečka EUROVIA KAMENOLOMY, a.s., Středokluky	Středokluky	Kralupy nad Vltavou	EUROVIA CS, a.s.	www.eurovia.cz
4426	V	Vlečka Faulhammer, Litomyšl	Litomyšl	Česká Třebová	Firma FAULHAMMER s.r.o.	www.faulhammer.cz
1326	V	Vlečka FERTISTAV CZ Městec Králové	Městec Králové	Hradec Králové	Ing. Miroslav Holubář	holubar@provozdrah.cz
1270	V	Vlečka firmy Ing. František Hustoles, areál Rudná u Prahy, Masarykova ulice č.p.921	Rudná u Prahy-Nučice	Praha hl.n.	HK spol. s r.o.	mira.hubka@volny.cz
3251	V	Vlečka GRANETTE a.s., Krásné Březno	Ústí n.L. hl.n. obvod sever	Ústí nad Labem	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
3056	V	Vlečka Hájek	Hájek	Karlovy Vary	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4320	V	Vlečka Hajniště	Hajniště z.	Liberec	Ing. František SMOLA	www.vlecky.altre.cz
1073	V	Vlečka HASE elektronic s.r.o. Kolín	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
1431	V	Vlečka HASE elektronic s.r.o. Kolín I	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
6060	V	Vlečka Heřmanice	Ostrava hl.n.	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
4423	V	Vlečka Heřmanův Městec	Kostelec u Heřmanova Městce	Česká Třebová	JIPOK, s.r.o.	jipok.sro@volny.cz
3150	V	Vlečka HET Ohníč	Ohníč	Most	Raeder & Falge s.r.o.	www.raeder-falge.cz
3115	V	Vlečka HMS Louny	Louny	Louny	Raeder & Falge s.r.o.	www.raeder-falge.cz
3058	V	Vlečka Hněvice	Hněvice	Lovosice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4250	V	Vlečka HOLOUBEK ENERGO a.s. Černožice nad Labem	trať Smiřice - Jaroměř	Hradec Králové	HOLOUBEK ENERGO a.s.	www.holoubekenergo.cz
3246	V	Vlečka Chemopharma a.s. Ústí nad Labem	Ústí n.L. západ	Ústí nad Labem	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
3253	V	Vlečka IZOBAL Ústí nad Labem západ	Ústí nad Labem západ	Ústí nad Labem	Provozování dráhy, kolejové stavby a servis Tomáš Brýda	tomas.bryda@gmail.com

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4437	V	Vlečka Jarý - Pardubice	Pardubice-Rosice nad Labem	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
1277	V	Vlečka Josef Petzold, Poděbrady	Poděbrady	Kolín	JIPOK, s.r.o.	jipok.sro@volny.cz
4607	V	Vlečka Kamenolom Košťálov	Košťálov	Turnov	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3279	V	Vlečka Karel Musil	Žatec obvod západ	Louny	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
1278	V	Vlečka Karlovarská	Praha-Ruzyně - Hostivice	Praha hl.n.	CZ Logistics, s.r.o.	www.czlog.cz
4452	V	Vlečka Karosa	Vysoké Mýto	Česká Třebová	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1279	V	Vlečka Kaučuk SKP Úžice	Úžice	Kralupy nad Vltavou	UNIPETROL DOPRAVA, s.r.o.	www.unipetroldoprava.cz
1280	V	Vlečka Kaučuk, základní závod	Chvatěruby	Kralupy nad Vltavou	UNIPETROL DOPRAVA, s.r.o.	www.unipetroldoprava.cz
3168	V	Vlečka KB - BLOK	Postoloprty	Louny	KB - BLOK systém, s.r.o.	www.kb-blok.cz
4227	V	Vlečka KD METALL, s.r.o. Jaroměř	Jaroměř	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
1281	V	Vlečka KD Trans s.r.o.	Beroun	Beroun	KD Trans s.r.o.	www.kdtrans.cz
2904	V	Vlečka Klima Prachatice	Prachatice	České Budějovice	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
1282	V	Vlečka Kněževes	Kněževes	Beroun	HERKULES KHKD s.r.o.	www.khkd.cz
1285	V	Vlečka KOPOS KOLÍN a.s.	Kolín	Kolín	KOPOS KOLÍN a.s.	www.kopos.cz
4105	V	Vlečka Korado a.s.	Česká Třebová	Česká Třebová	Doc.Ing. Rudolf Kampf, CSc.	rudolf.kampf@upce.cz
6123	V	Vlečka KOTOUČ ŠTRAMBERK	Štramberk	Ostrava	BPS-Prastav, s.r.o.	www.bps-prastav.cz
1289	V	Vlečka Kovošrot Rakovník	Rakovník – Chrášťany	Beroun	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3157	V	Vlečka KRONOSPAN	Osek	Ústí nad Labem	SILVA CZ, s.r.o.	votava@kronospan.cz
1291	V	Vlečka Kuklovi	Středokluky	Kralupy nad Vltavou	ČD Cargo, a.s.	www.cdcargo.cz
2057	V	Vlečka KX Líně	Chotěšov	Klatovy	Železniční projekčně-stavební kancelář s.r.o.	www.zpk-ds.cz
3165	V	Vlečka LASSELSBERGER Podbořany	Podbořany	Louny	JOANNES, s.r.o.	www.joannes.cz
1293	V	Vlečka LASSELSBERGER, a.s. – Rakovník 1	Praha-Bubny - Rakovník	Beroun	JOANNES, s.r.o.	www.joannes.cz
1292	V	Vlečka LASSELSBERGER, a.s. – Rakovník 3	Lubná	Beroun	JOANNES, s.r.o.	www.joannes.cz
3293	V	Vlečka LEGIOS - Horní Slavkov	trať D3 mezi dopravnami Krásný Jez - Horní Slavkov	Karlovy Vary	ČD Cargo, a.s.	www.cdcargo.cz
2158	V	Vlečka LEGIOS České Velenice	České Velenice	České Budějovice	Raeder & Falge s.r.o.	www.raeder-falge.cz
1344	V	Vlečka LEGIOS Nymburk	Nymburk hl.n.	Nymburk	Raeder & Falge s.r.o.	www.raeder-falge.cz
5047	V	Vlečka Letiště Brno - Tuřany	Brno-Slatina	Brno	LETIŠTĚ BRNO a.s.	www.brno-airport.cz
3120	V	Vlečka Logistické centrum LOVOSICE	Lovosice	Lovosice	ČD Cargo, a.s.	www.cdcargo.cz
3294	V	Vlečka LOKO-MOTIV	dopravna D3 Křimov	Most	MBM rail s.r.o.	www.mbmr.cz
4117	V	Vlečka Lom Litice n. O.	Litice nad Orlicí	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
6144	V	Vlečka Loukov	Osíčko	Valašské Meziříčí	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
1296	V	Vlečka Lučební	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
3235	V	Vlečka LYBAR, a.s. Velvěty	Úpořiny	Ústí nad Labem	Enaspol a.s.	www.enaspol.cz
2130	V	Vlečka LYCKEBY AMYLEX Horažďovice	Horažďovice	Klatovy	MBM rail s.r.o.	www.mbmr.cz
3267	V	Vlečka Mattoni - Kyselka	Vojkovice nad Ohří	Karlovy Vary	Rail system s.r.o.	www.railsystem.cz
1393	V	Vlečka MBŽS Skalsko	dopravna D3 Skalsko	Nymburk	MBM rail s.r.o.	www.mbmr.cz
1392	V	Vlečka MBŽS Skalsko 2	dopravna D3 Skalsko	Nymburk	MBM rail s.r.o.	www.mbmr.cz

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3204	V	Vlečka METALIS Nejdek	Nejdek - Nové Hamry	Karlovy Vary	DOSTA s.r.o.	www.dosta.cz
5329	V	Vlečka METRANS a.s.	Lípa nad Dřevnicí	Valašské Meziříčí	METRANS, a.s.	www.metrans.eu
3167	V	Vlečka Montážní základna Polepy	Polepy	Lovosice	N+N - Konstrukce a dopravní stavby Litoměřice, s.r.o.	www.nanlitomerice.cz
5161	V	Vlečka Moravský Písek	Moravský Písek	Břeclav	BF Logistics s.r.o.	www.bfl.cz
6053	V	Vlečka MS UTILITIES & SERVICES a.s.	Bohumín	Český Těšín	ČD Cargo, a.s.	www.cdcargo.cz
4613	V	Vlečka M-SILNICE a.s. – obalovna Staré Místo	Staré Místo u Jičína	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
1298	V	Vlečka Mstětice	Mstětice	Nymburk	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4216	V	Vlečka MTH Hradec Králové	Hradec Králové	Hradec Králové	PRODRA s.r.o.	www.prodra.cz
4245	V	Vlečka NAPOS Předměřice n.L.	Předměřice nad Labem	Hradec Králové	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
4236	V	Vlečka Natura DKNový Bydžov	Nový Bydžov	Hradec Králové	NATURA DK, a.s.	www.naturadk.eu
3205	V	Vlečka Nejdecké česárny vlny a.s.	Nová Role - Nejdek	Karlovy Vary	DOSTA s.r.o.	ww.dosta.cz
1299	V	Vlečka NEUBER Praha	Praha-Horní Počernice	Praha hl.n.	Brenntag CR s.r.o.	www.brenntag.cz
1428	V	Vlečka NTM Praha, Masarykovo nádraží	Praha Masarykovo nádraží	Praha hl.n.	RUTR, spol. s r.o.	www.rutr.cz
1142	V	Vlečka NTM Praha, provoz Čelákovice	Čelákovice-Mstětice	Nymburk	RUTR, spol. s r.o.	www.rutr.cz
1300	V	Vlečka Obchod Palivy a stavebninami Praha s.p.	Praha-Běchovice	Praha hl.n.	BĚCHOVICKÉ UHELNÉ SKLADY s.r.o.	www.bechovickeuhelneskladdy.com
5257	V	Vlečka odboru 05 Logistika Velké Opatovice	Velké Opatovice	Brno	DOPAZ s.r.o.	www.dopaz.cz
6061	V	Vlečka Odra - Hrušov	Ostrava hl.n.	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
6063	V	Vlečka Odra - uhelná služba	Ostrava hl.n.	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
6064	V	Vlečka Odra - základní závod	Ostrava hl.n.	Ostrava	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
3218	V	Vlečka O-I Manufacturing ČR - Dubí	Teplice lesní brána	Ústí nad Labem	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
4449	V	Vlečka OQEMA Slatiňany	Slatiňany	Česká Třebová	PRODRA s.r.o.	www.prodra.cz
4326	V	Vlečka ORNELA	trať Tanvald-Harachov, Desná-Dolní Polubný	Liberec	ČD Cargo, a.s.	www.cdcargo.cz
4228	V	Vlečka Pábl Jaroměř	Jaroměř	Hradec Králové	MBM rail s.r.o.	www.mbmr.cz
3161	V	Vlečka PAPOS v.o.s.	Ostrov nad Ohří	Karlovy Vary	PAPOS Estate, s.r.o.	www.papos.cz
1303	V	Vlečka PARAMO, a.s. Kolín I	Kolín	Kolín	UNIPETROL DOPRAVA, s.r.o.	www.unipetroldoprava.cz
4431	V	Vlečka Paramo, a.s. Pardubice	Pardubice	Česká Třebová	UNIPETROL DOPRAVA, s.r.o.	www.unipetroldoprava.cz
6020	V	Vlečka Paskov	Vratimov	Český Těšín	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
4522	V	Vlečka PEPSICO CZ s.r.o., Teplice nad Metují	Teplice nad Metují	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
4243	V	Vlečka Pivovar Clock Potštejn	Potštejn	Česká Třebová	TrainPro s.r.o.	jan.chudina@trainpro.cz
1304	V	Vlečka Pivovar Velké Popovice	Strančice	Praha hl.n.	PVTKŽ Benešov, s.r.o.	602 174 879
3255	V	Vlečka PKÚ Trmice	Ústí n.L. západ	Ústí nad Labem	SD – Kolejová doprava, a.s.	www.sd-kd.cz
1305	V	Vlečka Podaný	Praha-Krč	Praha hl.n.	RUTR, spol. s r.o.	www.rutr.cz
2281	V	Vlečka PP Volary	Volary	České Budějovice	Railway Capital a.s.	www.railwaycapital.cz
1310	V	Vlečka Prefa Brandýs n/L.	Lázně Toušeň	Nymburk	JOANNES, s.r.o.	www.joannes.cz

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3277	V	Vlečka PREFA ŽATEC	Žatec západ - Odb Velichov	Louny	Raeder & Falge s.r.o.	www.raeder-falge.cz
1311	V	Vlečka Preymesser Řepov	Mladá Boleslav město	Nymburk	M.Preymesser logistika, spol. s r.o.	www.preymesser.cz
4233	V	Vlečka PROTECO PRAHA, spol s r.o., Kostelec n.Orl.	Kostelec nad Orlicí	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
3203	V	Vlečka PTM Most	Most nové nádraží	Most	Raeder & Falge s.r.o.	www.raeder-falge.cz
4614	V	Vlečka R.F. PROFI Turnov	Turnov	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
4249	V	Vlečka Račice	Račice nad Trotinou	Hradec Králové	MBM rail s.r.o.	www.mbmr.cz
2274	V	Vlečka Radouš 94	Neumětely	Beroun	Ing. Jan DUDÁČEK	jandudacek@seznam.cz
5140	V	Vlečka Remet Modřice	Modřice	Brno	REMET, spol. s r.o.	www.remet.net
2276	V	Vlečka Remíza	Tábor	Tábor	Railway Capital a.s.	www.railwaycapital.cz
6290	V	Vlečka RSM Bohumín	Bohumín	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
6288	V	Vlečka RSM Brodek u Přerova	Brodek u Přerova	Olomouc	IDS CARGO a.s.	www.ids-cargo.cz
3288	V	Vlečka RSM Děčín východ d.n.	Děčín východ	Děčín	České dráhy, a.s.	www.ceskedrahy.cz
5447	V	Vlečka RSM Jihlava odstavné kolejiště Pávov	Jihlava	Jihlava	CZ Logistics, s.r.o.	www.czlog.cz
6286	V	Vlečka RSM Kopřivnice	Kopřivnice nákladové nádraží	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
6296	V	Vlečka RSM Olomouc, ŽST Lhotka n.Bečvou	Lhotka nad Bečvou	Olomouc	České dráhy, a.s.	www.ceskedrahy.cz
1397	V	Vlečka RSM Pečky	Pečky	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
4131	V	Vlečka RSM Polička	Polička	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
6287	V	Vlečka RSM Přerov	Přerov	Olomouc	České dráhy, a.s.	www.ceskedrahy.cz
4528	V	Vlečka RSM Rokytnice nad Jizerou	Rokytnice nad Jizerou	Turnov	České dráhy, a.s.	www.ceskedrahy.cz
4266	V	Vlečka RSM Smiřice zastávka	Smiřice zastávka	Hradec Králové	České dráhy, a.s.	www.ceskedrahy.cz
6285	V	Vlečka RSM Studénka	Studénka	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz
1399	V	Vlečka RSM Velký Osek	Velký Osek	Kolín	České dráhy, a.s.	www.ceskedrahy.cz
4460	V	Vlečka RSM Záboří nad Labem	Záboří nad Labem	Česká Třebová	České dráhy, a.s.	www.ceskedrahy.cz
1403	V	Vlečka RSM Zlonice	Zlonice	Kralupy nad Vltavou	České dráhy, a.s.	www.ceskedrahy.cz
4230	V	Vlečka Rychnovek	trať Jaroměř - Česká Skalice	Turnov	MBM rail s.r.o.	www.mbmr.cz
3045	V	Vlečka RYKO a.s. I., II. a III.	Děčín hl.n. (západní nádraží)	Děčín	BF Logistics s.r.o.	www.bfl.cz
3174	V	Vlečka Řehlovice	Řehlovice	Ústí nad Labem	Raeder & Falge s.r.o.	www.raeder-falge.cz
3175	V	Vlečka Řetenice	Řetenice	Ústí nad Labem	AGC Flat Glass Czech a.s., člen AGC Group	www.yourglass.com
2126	V	Vlečka S & H	Rokycany	Plzeň	DBV-ITL, s.r.o.	www.dbv-itl.cz
4206	V	Vlečka Saint - Gobain Častolovice	Častolovice	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
1317	V	Vlečka SD KOVO Mladá Boleslav město	Mladá Boleslav město	Nymburk	Ing. František SMOLA	www.vlecky.altre.cz
3198	V	Vlečka Sedlecký kaolin - Osmóza	Chodov – Božičany nz.	Karlovy Vary	JOANNES, s.r.o.	www.joannes.cz
6121	V	Vlečka Sedlnice	Sedlnice	Ostrava	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	stenovos@cmail.cz
4202	V	Vlečka Serafin Campestrini s.r.o.	Borohrádek	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
4313	V	Vlečka Severochema v.d.	Liberec	Liberec	Severochema, družstvo pro chemickou výrobu, Liberec	www.severochema.com
1307	V	Vlečka sklad Domašín – Most	Domašín	Praha hl.n.	PVTKŽ Benešov, s.r.o.	602 174 879
4608	V	Vlečka Sklopísek Střeleč a.s.	Libuň	Turnov	ČD Cargo, a.s.	www.cdcargo.cz

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2257	V	Vlečka Smyslov	Chýnov -Tábor	Tábor	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
1323	V	Vlečka Spolana a.s. Neratovice	Neratovice	Kralupy nad Vltavou	UNIPETROL DOPRAVA, s.r.o.	www.unipetroldoprava.cz
5238	V	Vlečka STARKON Vysočina s.r.o. - Telč	Telč	Jihlava	Provozování dráhy, kolejové stavby a servis Tomáš Brýda	tomas.bryda@gmail.com
2244	V	Vlečka Stavební výroba Dolní Žandov	Dolní Žandov	Plzeň	DOSTA s.r.o.	dosta@dosta.cz
5223	V	Vlečka Střelice	Střelice	Brno	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3029	V	Vlečka SU a.s. Citice UTT	Citice	Karlovy Vary	Sokolovská uhelná, právní nástupce, a.s.	www.suas.cz
3145	V	Vlečka SU a.s. Vřesová	Nové Sedlo u Lokte	Karlovy Vary	Sokolovská uhelná, právní nástupce, a.s.	www.suas.cz
4436	V	Vlečka Synthesia	Pardubice-Rosice nad Labem	Česká Třebová	UNIPETROL DOPRAVA, s.r.o.	www.unipetroldoprava.cz
2133	V	Vlečka ŠKODA ELECTRIC	Plzeň hlavní nádraží	Plzeň	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
2134	V	Vlečka ŠKODA hlavní závod	Plzeň-Jižní předměstí	Plzeň	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
3232	V	Vlečka ŠKODA JS	Třemošná u Plzně	Louny	ŠKODA JS a.s.	www.skoda-js.cz
5233	V	Vlečka Šlapanov	Šlapanov	Jihlava	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
5311	V	Vlečka TAŽÍRNA OCELI - STARÉ MĚSTO, TŘINECKÉ ŽELEZÁRNY, a.s.	Staré Město u Uherského Hradiště	Valašské Meziříčí	PELSPED, s.r.o.	pelsped@volny.cz
1327	V	Vlečka Teplárna Holešovice	Praha-Holešovice	Praha hl.n.	EP Cargo a.s.	www.epcargo.cz
1328	V	Vlečka Teplárna Malešice	Praha-Malešice	Praha hl.n.	EP Cargo a.s.	www.epcargo.cz
1329	V	Vlečka Teplárna Michle	Praha-Vršovice	Praha hl.n.	EP Cargo a.s.	www.epcargo.cz
2118	V	Vlečka Teplárna Strakonice	Strakonice	Strakonice	EDOP s.r.o.	v.kamba@tiscali.cz
3257	V	Vlečka Teplárna Ústí nad Labem	Ústí n.L. západ	Ústí nad Labem	SD – Kolejová doprava, a.s.	www.sd-kd.cz
3176	V	Vlečka Teplická strojírna	Řetenice	Ústí nad Labem	Teplická strojírna s.r.o.	www.tesas.cz
4235	V	Vlečka TIMKO-Lázně Bělohrad	Lázně Bělohrad	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
6247	V	Vlečka TOMI-REMONT a.s. Prostějov	širá trať Prostějov hlavní nádraží - Prostějov místní nádraží	Olomouc	TOMI-REMONT a.s.	www.tomi-remont.cz
3192	V	Vlečka Tonaso a.s.	Ústí n.L. hl.n. - Povrly 2.TK	Ústí nad Labem	ESON s.r.o.	www.esonul.cz
1332	V	Vlečka TOS Čelákovice	Čelákovice	Nymburk	JOANNES, s.r.o.	www.joannes.cz
1334	V	Vlečka TREX-MB Debř	Mladá Boleslav-Debř	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
1335	V	Vlečka TRUCKPARK Loukov	Loukov u Mnichova Hradiště	Turnov	Ing. Miroslav Holubář	holubar@provozdrah.cz
3234	V	Vlečka Třemošná	Třemošná u Plzně	Louny	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
6004	V	Vlečka Třinecké železárny, a.s., Třinec	Třinec	Český Těšín	TŘINECKÉ ŽELEZÁRNY, a.s.	www.trz.cz
6055	V	Vlečka TSR Bohumín	Bohumín	Český Těšín	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
3302	V	Vlečka TSR Dalovice	Dalovice	Karlovy Vary	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
4309	V	Vlečka TSR Jablonec n.N.	Jablonec nad Nisou	Liberec	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
6197	V	Vlečka TSR Olomouc	Olomouc hl.n.	Olomouc	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
2121	V	Vlečka TSR Plzeň	Plzeň hlavní nádraží	Plzeň	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
6115	V	Vlečka TSR Polanka	Výhybna Polanka	Ostrava	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
6227	V	Vlečka TSR Šumperk	Šumperk	Olomouc	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz

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4451	V	Vlečka TUNĚCHODY-CIHELNA	Úhřetice	Česká Třebová	GJW Praha spol. s r.o.	www.gjw-praha.cz
3141	V	Vlečka UNIPETROL DOPRAVA, s.r.o.	Most nové nádraží	Most	UNIPETROL DOPRAVA, s.r.o.	www.unipetroldoprava.cz
1337	V	Vlečka Variel a.s., Zruč nad Sázavou	Zruč nad Sázavou	Kolín	GJW Praha spol. s r.o.	www.gjw-praha.cz
2135	V	Vlečka Včelná	Včelná	České Budějovice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3171	V	Vlečka Vitana - Roudnice nad Labem	Roudnice nad Labem	Lovosice	Jan Nešněra - LOKO	jan.nesnera.loko@seznam.cz
1338	V	Vlečka VITANA a.s. Byšice	Byšice	Nymburk	CZ Logistics, s.r.o.	www.czlog.cz
3053	V	Vlečka VITRABLOK Duchcov	Vlečka SŽDC Oldřichov u Duchcova - Duchcov	Ústí nad Labem	Raeder & Falge s.r.o.	www.raeder-falge.cz
5062	V	Vlečka výrobny SMS - KM BETA a.s.	Bzenec přívoz	Břeclav	KM BETA a.s.	kmbeta.cz
1339	V	Vlečka výtah	Kolín	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
4238	V	Vlečka WLC Park Březhrad	Opatovice nad Labem-Pohřebačka	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
4513	V	Vlečka Zdeněk Bejr	Malé Svatoňovice	Hradec Králové	Ing. František SMOLA	www.vlecky.altre.cz
2149	V	Vlečka ZNZ, sklad Stod	Stod	Klatovy	ZNZ Přeštice, a.s.	www.znz.cz
1342	V	Vlečka ZPA Pečky, a.s.	Pečky	Kolín	DBV-ITL, s.r.o.	www.dbv-itl.cz
2136	V	Vlečka ZUD a.s., Krimich Tlučná	Nýřany	Plzeň	STEEL PROFIL s.r.o.	www.steelprofil.cz
4215	V	Vlečka ZVU a.s.	Hradec Králové hl.n.	Hradec Králové	ČD Cargo, a.s.	www.cdcargo.cz
2150	V	Vlečka ZVVZ	Milevsko	Tábor	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
2154	V	Vlečka ZZN Strakonice - Silo Blatná	Blatná	Strakonice	EDOP s.r.o.	v.kamba@tiscali.cz
2155	V	Vlečka ZZN Strakonice - středisko Vodňany	Vodňany	České Budějovice	EDOP s.r.o.	v.kamba@tiscali.cz
4125	V	Vlečka ZZN Svitavy a.s.	Svitavy	Česká Třebová	DBV-ITL, s.r.o.	www.dbv-itl.cz
6054	V	Vlečka ŽDB DRÁTOVNA	Bohumín	Český Těšín	ČD Cargo, a.s.	www.cdcargo.cz
5260	V	vlečka Železárny Veselí	Veselí nad Moravou	Břeclav	FERROMET a.s.	www.ferromet.cz
6249	V	Vlečka ŽPSV, závod Doloplazy	Nezamyslice	Olomouc	Ing. František SMOLA	vlecky@seznam.cz
6009	V	Vlečková síť OKD, Doprava, a.s.	Ostrava hl.n.; Havířov; Louky nad Olší; Bohumín; Albrechtice u Českého Těšína	Ostrava, Český Těšín	PKP CARGO INTERNATIONAL a.s.	www.pkpcargointernational.com
3007	V	Vnější vlečka "ČEZ, a.s. - Elektrárna Ledvice"	Bílina	Most	SD – Kolejová doprava, a.s.	www.sd-kd.cz
3164	V	Vojenská vlečka č. 1 - Podbořany	Podbořany	Louny	Armádní Servisní, příspěvková organizace	www.as-po.cz
1345	V	Vojenská vlečka č. 10 – Čáslav	Čáslav	Kolín	Armádní Servisní, příspěvková organizace	www.as-po.cz
6229	V	Vojenská vlečka č. 18 - Štěpánov	Štěpánov	Olomouc	Armádní Servisní, příspěvková organizace	www.as-po.cz
6145	V	Vojenská vlečka č. 21 - Loukov	širá trať Bystřice pod Hostýnem - Osíčko	Valašské Meziříčí	Armádní Servisní, příspěvková organizace	www.as-po.cz
4128	V	Vojenská vlečka č. 23 - Ústí nad Orlicí	Ústí nad Orlicí	Česká Třebová	Armádní Servisní, příspěvková organizace	www.as-po.cz
5105	V	Vojenská vlečka č. 26 - Chotěboř-Bílek	Chotěboř	Havlíčkův Brod	Armádní Servisní, příspěvková organizace	www.as-po.cz
5068	V	Vojenská vlečka č. 27 - Dobronín	Dobronín	Jihlava	Armádní Servisní, příspěvková organizace	www.as-po.cz
4258	V	Vojenská vlečka č. 28 - Týniště nad Orlicí	Týniště nad Orlicí	Hradec Králové	Armádní Servisní, příspěvková organizace	www.as-po.cz
4208	V	Vojenská vlečka č. 29 - Čermná nad Orlicí	Čermná nad Orlicí	Česká Třebová	Armádní Servisní, příspěvková organizace	www.as-po.cz
6212	V	Vojenská vlečka č. 3 - Libavá	Hlubočky-Mariánské Údolí	Olomouc	Armádní Servisní, příspěvková organizace	www.as-po.cz

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2138	V	Vojenská vlečka č. 5 - Bechyně-Dolina	Malšice - Sudoměřice u Bechyně	Tábor	Armádní Servisní, příspěvková organizace	www.as-po.cz
5165	V	Vojenská vlečka č. 8 Náměšť nad Oslavou	Náměšť nad Oslavou	Havlíčkův Brod	Armádní Servisní, příspěvková organizace	www.as-po.cz
4438	V	Vojenská vlečka č. 6 - Pardubice	trať Pardubice-Rosice nad Labem - Medlešice	Česká Třebová	Armádní Servisní, příspěvková organizace	www.as-po.cz
6126	V	VOP CZ Šenov u Nového Jičína	širá trať Suchdol nad Odrou – Nový Jičín město	Ostrava	VA Progres s.r.o.	www.vaprogres.cz
6218	V	VOP Šternberk	Šternberk	Olomouc	Petr Šrůtek s.r.o.	petr.srutek@seznam.cz
1394	V	Vrane River	Vrané nad Vltavou	Praha hl.n.	CZ Logistics, s.r.o.	www.czlog.cz
6118	V	VSMS Studénka	Studénka	Ostrava	Ing. Petr Burian	petrburian@centrum.cz
1347	V	VTOS s.r.o. Mnichovo Hradiště	Mnichovo Hradiště	Turnov	Ing. František SMOLA	www.vlecky.altre.cz
4327	V	Výtopna Frýdlantských okresních drah	Frýdlant v Čechách	Liberec	MBM rail s.r.o.	www.mbmr.cz
4328	V	Výtopna Kořenov	Kořenov	Liberec	Railway Capital a.s.	www.railwaycapital.cz
1395	V	Výtopna Zdice	Zdice	Beroun	MBM rail s.r.o.	www.mbmr.cz
1391	V	Výtopna Zruč	Zruč nad Sázavou	Kolín	Posázavský Pacifik - doprava s.r.o.	www.posazavsky-pacifik.cz
5098	V	WATER 4 LIFE Humpolec	Humpolec	Havlíčkův Brod	JOANNES, s.r.o.	www.joannes.cz
1354	V	WESTPOINT DISTRIBUTION PARK, Praha-Ruzyně	Praha-Ruzyně	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
2140	V	Wienerberger - Záboří u Čížčenic	Záboří u Čížčenic	České Budějovice	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
4509	V	Wikov Hronov	Hronov	Hradec Králové	Ing. Miloslav Šmíd	vlecky.smid@seznam.cz
5130	V	WOOD FOREST GROUP-Ledeč nad Sázavou	Ledeč nad Sázavou	Havlíčkův Brod	JOANNES, s.r.o.	www.joannes.cz
4204	V	Wotan Forest, a.s. - vlečka Borohrádek	Borohrádek	Hradec Králové	Lovochemie, a.s.	www.lovochemie.cz
2141	V	Wotan Forest, a.s., vlečka Nové Hrady	Nové Hrady	České Budějovice	Lovochemie, a.s.	www.lovochemie.cz
5218	V	Wotan Forest, a.s., vlečka Slavonice	Slavonice	Jihlava	Lovochemie, a.s.	www.lovochemie.cz
5216	V	Wotan Forest, a.s., vlečka Slavonice II	Slavonice	Jihlava	Lovochemie, a.s.	www.lovochemie.cz
2142	V	Wotan Forest, a.s., vlečka Velký Ratmírov	Velký Ratmírov	Tábor	Lovochemie, a.s.	www.lovochemie.cz
5093	V	YTONG Hrušovany u Brna	Hrušovany u Brna	Brno	JOANNES, s.r.o.	www.joannes.cz
1400	V	ZABABA s.r.o.	Praha-Smíchov	Praha hl.n.	ZABABA, s.r.o.	www.masinka.cz
6216	V	ZAPA beton a.s. Hrubá Voda	širá trať Hlubočky - Hrubá Voda	Olomouc	Vlastimil Míček s.r.o.	vlastimil.micek@zapa.cz
2245	V	ZDP Lázně Kynžvart	Lázně Kynžvart	Plzeň	DOSTA s.r.o.	www.dosta.cz
2249	V	ZDP Mariánské Lázně	Mariánské Lázně	Plzeň	DOSTA s.r.o.	www.dosta.cz
2143	V	Zeelandia spol. s r.o.	Malšice	Tábor	JIPOK, s.r.o.	jipok@volny.cz
2144	V	ZEKO Protivín	Protivín	Strakonice	DBV-ITL, s.r.o.	www.dbv-itl.cz
2145	V	Zemědělské služby Dynín	Dynín	České Budějovice	Dopravní a inženýrské služby s.r.o.	pumpr@k-buildingcb.cz
5064	V	Zemos s.r.o. Dačice, provoz Dačice	Dačice	Jihlava	ZEMOS s.r.o.	www.zemos-dacice.cz
1360	V	ZEMPOMARKET a.s. Bečváry	Bošice - Bečváry	Kolín	ZEMPOMARKET a.s. Bečváry	www.zempo.cz
6211	V	ZEMPOMARKET a.s. Bečváry, oblastní sklad Velká Bystřice	Velká Bystřice	Olomouc	ZEMPOMARKET a.s. Bečváry	www.zempo.cz
2146	V	ZETEN Blovice	Blovice	Plzeň	ZETEN spol. s r.o.	www.zetenblovice.cz
2147	V	ZETEN Nepomuk	Nepomuk	Strakonice	ZETEN spol. s r.o.	www.zetenblovice.cz
1162	V	ZITEK Praha – Radotín	Praha-Radotín	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz

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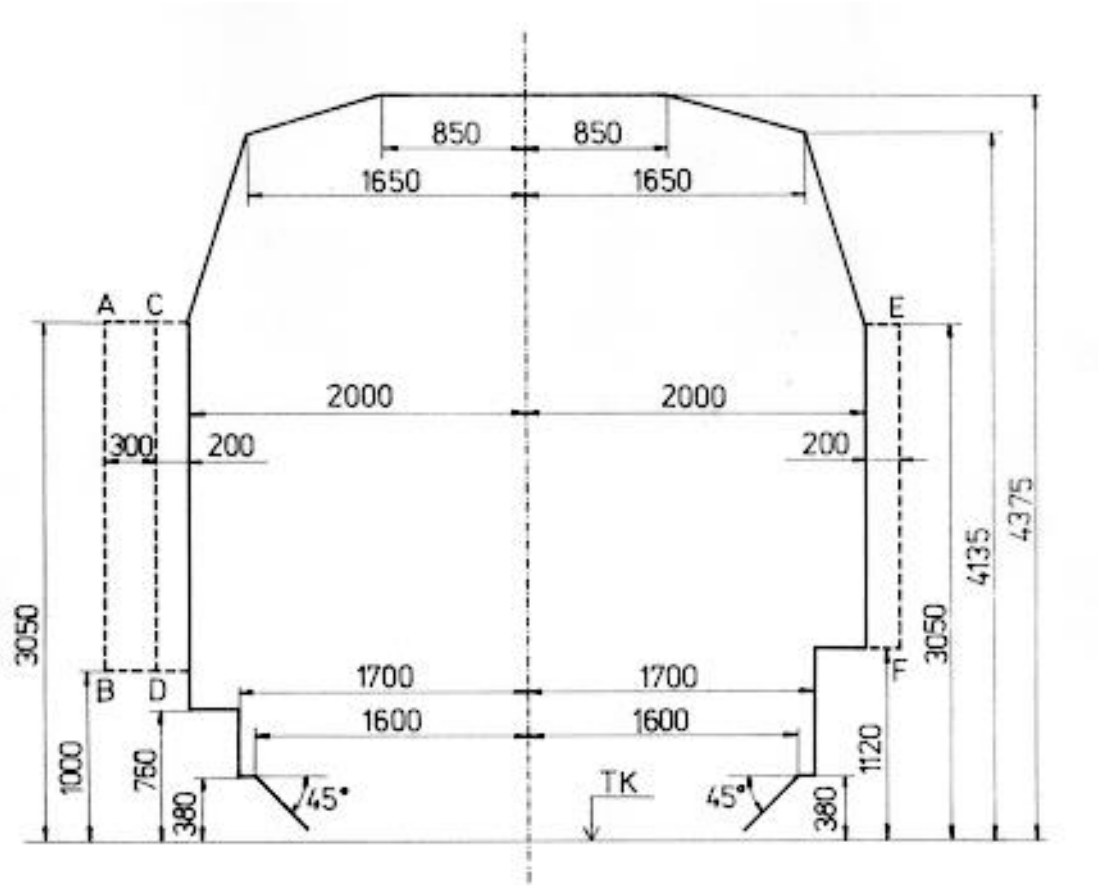
Z	Z	Zkušební dráha CZ LOKO Česká Třebová	Česká Třebová	Česká Třebová	CZ Logistics, s.r.o.	www.czlog.cz
5131	Z	ZOS a.s., Leština	Leština u Světlé	Havlíčkův Brod	PRODACH CZ, s.r.o.	prodach.sro@seznam.cz
5326	V	ZPS - Transport a.s.	trať Otrokovice - Zlín Malenovice	Valašské Meziříčí	ZPS - TRANSPORT, a.s.	www.zps-transport.cz
5004	V	ZZN - provozní středisko Batelov	Batelov	Jihlava	ZZN Jihlava a.s.	www.zznjihlava.cz
5237	V	ZZN - provozní středisko Telč	Třešť	Jihlava	ZZN Jihlava a.s.	www.zznjihlava.cz
5180	V	ZZN Pelhřimov	Pelhřimov	Jihlava	JOANNES, s.r.o.	www.joannes.cz
5181	V	ZZN Pelhřimov - Agroalfa	Pelhřimov	Jihlava	JOANNES, s.r.o.	www.joannes.cz
1013	V	ZZN Pelhřimov – Benešov u Prahy	Benešov u Prahy	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
2112	V	ZZN Pelhřimov - Čekanice	Čekanice	Tábor	JOANNES, s.r.o.	www.joannes.cz
5351	V	ZZN Pelhřimov - Chýnov	Chýnov	Jihlava	JOANNES, s.r.o.	www.joannes.cz
2113	V	ZZN Pelhřimov - Mirovice	Mirovice	Strakonice	JOANNES, s.r.o.	www.joannes.cz
5177	V	ZZN Pelhřimov - středisko Pacov	Pacov	Jihlava	JOANNES, s.r.o.	www.joannes.cz
2115	V	ZZN Pelhřimov - Veselí nad Lužnicí	Veselí nad Lužnicí	Tábor	JOANNES, s.r.o.	www.joannes.cz
2153	V	ZZN Pelhřimov - VNS Záhoří	Záhoří	Strakonice	JOANNES, s.r.o.	www.joannes.cz
1378	V	ZZN Pelhřimov - Zdislavice	nz. Zdislavice	Praha hl.n.	JOANNES, s.r.o.	www.joannes.cz
2152	V	ZZN Pelhřimov-vlečka Omlenice	Omlenice	České Budějovice	JOANNES, s.r.o.	www.joannes.cz
1369	V	ZZN Polabí, a.s. - vlečka Byšice	Byšice	Nymburk	ZZN Polabí, a.s.	www.zznpolabi.cz
1361	V	ZZN Polabí, a.s. - vlečka Chotětov	Chotětov	Nymburk	ZZN Polabí, a.s.	www.zznpolabi.cz
1362	V	ZZN Polabí, a.s. - vlečka Kněžmost	širá trať Bakov nad Jizerou - Dolní Bousov	Turnov	ZZN Polabí, a.s.	www.zznpolabi.cz
1377	V	ZZN Polabí, a.s. – vlečka Kolín	Kolín	Kolín	ZZN Polabí, a.s.	www.zznpolabi.cz
1383	V	ZZN Polabí, a.s. – vlečka Kouřim	Kouřim	Kolín	ZZN Polabí, a.s.	www.zznpolabi.cz
1372	V	ZZN Polabí, a.s. - vlečka Křinec	Křinec	Turnov	ZZN Polabí, a.s.	www.zznpolabi.cz
1373	V	ZZN Polabí, a.s. – vlečka Lysá nad Labem	Lysá nad Labem	Nymburk	ZZN Polabí, a.s.	www.zznpolabi.cz
1340	V	ZZN Polabí, a.s. - vlečka Mělník	Mělník	Děčín	ZZN Polabí, a.s.	www.zznpolabi.cz
1374	V	ZZN Polabí, a.s. - vlečka Městec Králové	Městec Králové	Hradec Králové	ZZN Polabí, a.s.	www.zznpolabi.cz
1370	V	ZZN Polabí, a.s. - vlečka Měšice	Měšice u Prahy	Kralupy nad Vltavou	ZZN Polabí, a.s.	www.zznpolabi.cz
3132	V	ZZN Polabí, a.s. - vlečka Mimoň	Spojovací kolej Mimoň - Mimoň Staré nádraží	Liberec	ZZN Polabí, a.s.	www.zznpolabi.cz
1375	V	ZZN Polabí, a.s. – vlečka Pečky	Pečky	Kolín	ZZN Polabí, a.s.	www.zznpolabi.cz
3087	V	ZZN Polabí, a.s. - vlečka Provodín	Jestřebí	Liberec	ZZN Polabí, a.s.	www.zznpolabi.cz
3136	V	ZZN Semily, a.s., závod Mimoň	Spojovací kolej Mimoň - Mimoň Staré nádraží	Liberec	"STENO, v.o.s." - stavební a inženýrská činnost v kolejové dopravě	www.stenovos.cz
3233	V	ŽÁROHMOTY-PLATINKA Třemošná	Třemošná u Plzně	Louny	JOANNES, s.r.o.	www.joannes.cz
5280	V	ŽĎAS, a.s.	Žďár nad Sázavou	Havlíčkův Brod	ŽĎAS, a.s.	www.zdas.cz
2157	V	Železárny Hrádek	Rokycany	Plzeň	FERROMET a.s.	www.ferromet.cz
4265	V	ŽELEZNIČNÍ MUZEUM JAROMĚŘ	Jaroměř	Hradec Králové	NOR a.s.	www.nor.cz
5209	V	Železniční vlečka VOP Skalice nad Svitavou	Skalice nad Svitavou	Brno	Petr Šrůtek s.r.o.	petr.srutek@seznam.cz
Z	Z	Železniční zkušební okruh Cerhenice	Velim	Kolín	Výzkumný Ústav Železniční, a.s.	www.cdvuz.cz
1385	V	ŽPSV a.s. závod Čerčany	Čerčany	Praha hl.n.	Ing. František SMOLA	www.vlecky.altre.cz
2159	V	ŽPSV a.s. závod Nové Hrady	Nové Hrady	České Budějovice	ŽPSV a.s.	www.zpsv.cz
2159	V	ŽPSV a.s. závod Nové Hrady	Nové Hrady	České Budějovice	Ing. František SMOLA	vlečky@seznam.cz

1	2	3	4	5	6	7
5338	V	ŽPSV a.s. závod Uherský Ostroh	Uherský Ostroh	Valašské Meziříčí	Ing. František SMOLA	www.vlecky.altre.cz
C	C	ŽST Bohumín-THÚ - Manipulační kolej č. 25, dopravní kolej č. 27 a spojovací kolej č. 95	Bohumín	Ostrava	České dráhy, a.s.	www.ceskedrahy.cz

Annex "I"
Profile of the clearance Z-GB, Z-GC, Z-G2 and Z-GCZ3 and free walkable and manipulation space

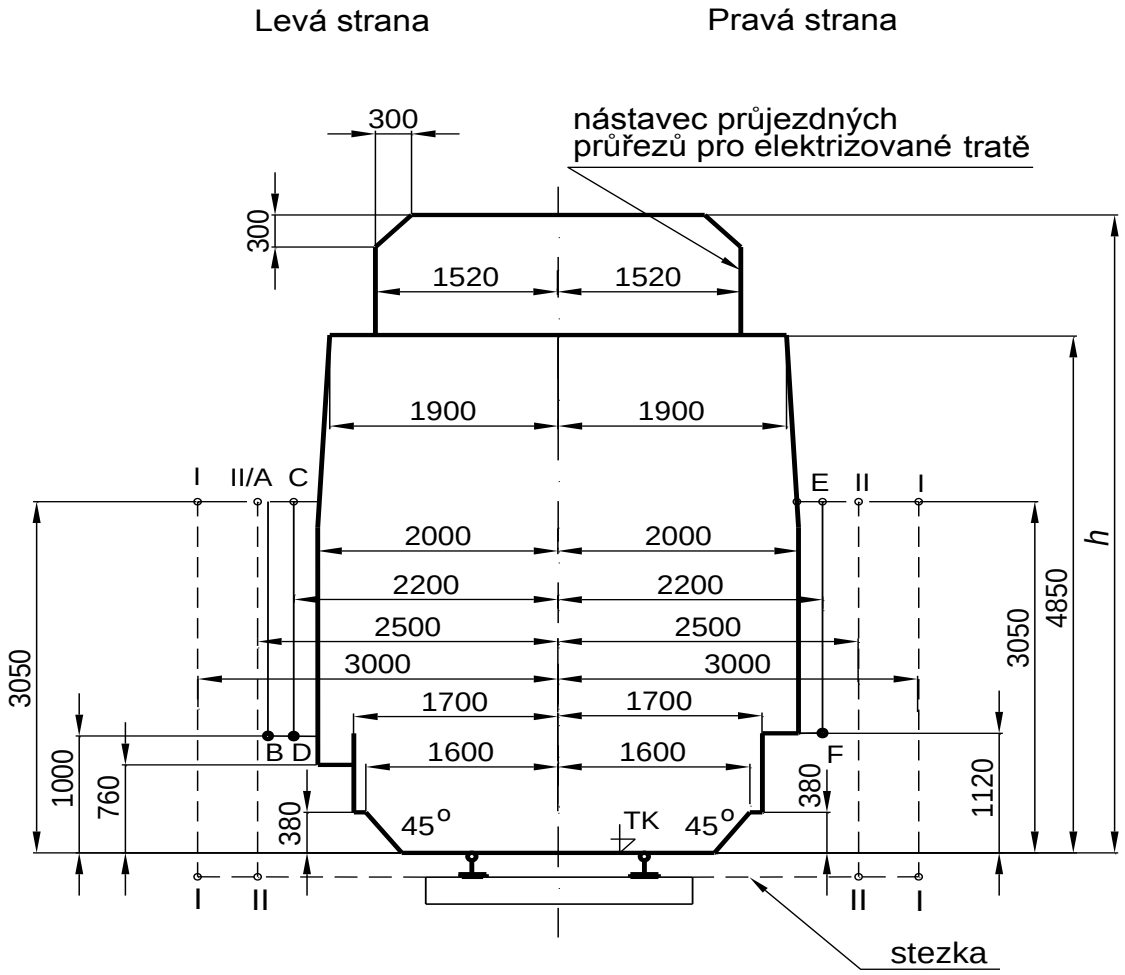
1. Profile of the clearance Z-GB and free walkable and manipulation space (applies to straight track and curve with the radius greater than 250 m)



In figure:

Left side applies to	- track rails (in railway stops as well), - main rails in stations and turnouts, - transport rails for passenger trains, - lateral free space
Right side applies to	- other rails in stations and turnouts, - lateral free space,

2. Profile of the clearance Z-GC and free walkable and manipulation space (applies to straight track and curve with the radius greater than 250 m)



In Fig. 1

Left side applies to
- track rails (in railway stops as well),
- main rails in stations and turnouts,,
- transport rails for passenger trains,
- lateral free space

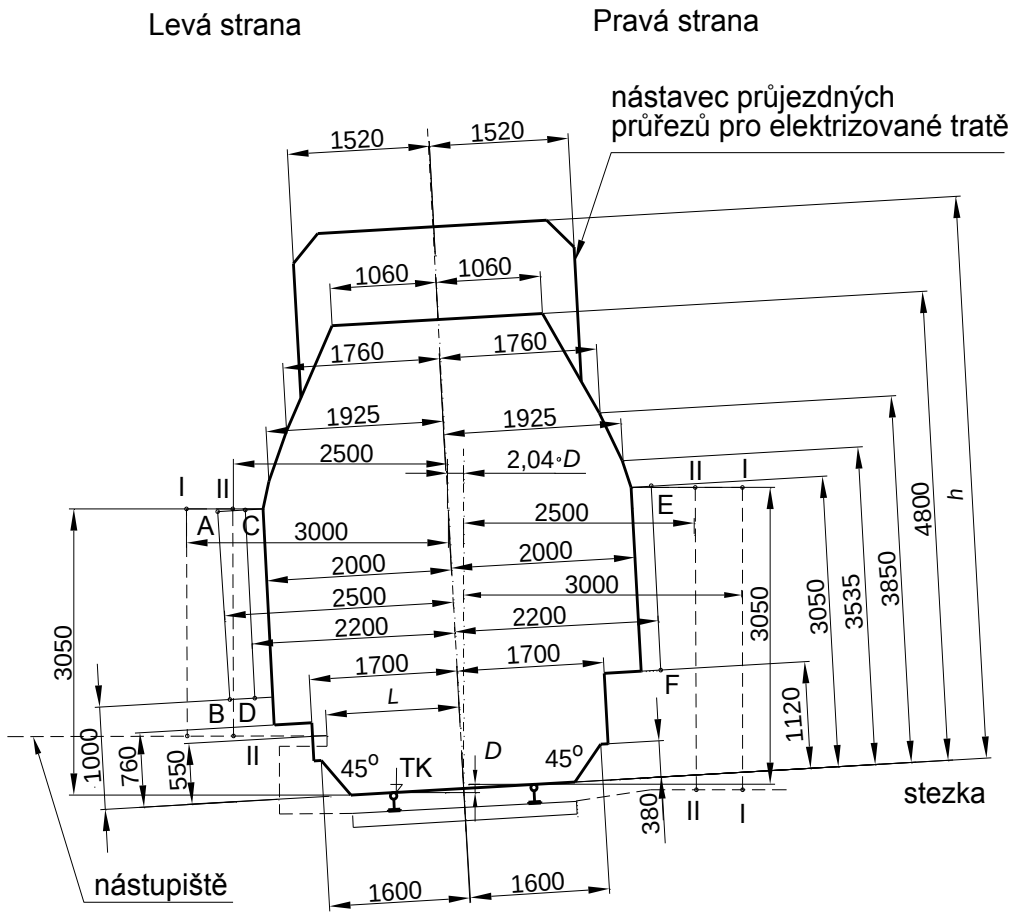
A - B to equipment on the outer side of the outer rail and constructions,
C - D to equipment between rails,

Right side applies to
- other rails in stations and turnouts,
- lateral free space,

. E - F for all constructions and equipment.

I - I free walkable and manipulation space (basic),
II - II free walkable and manipulation space (narrowed),
h - height of the extension of the clearance for electrified tracks.

3. Profile of the clearance Z-G2 and free walkable and manipulation space (applies to straight rail and curve with the radius greater than or equal to 250 m)



In Fig. 2:

Left side applies to
- track rails (in railway stops as well)
- main rails in stations and turnouts,
- transport rails for passenger trains,
- lateral free space

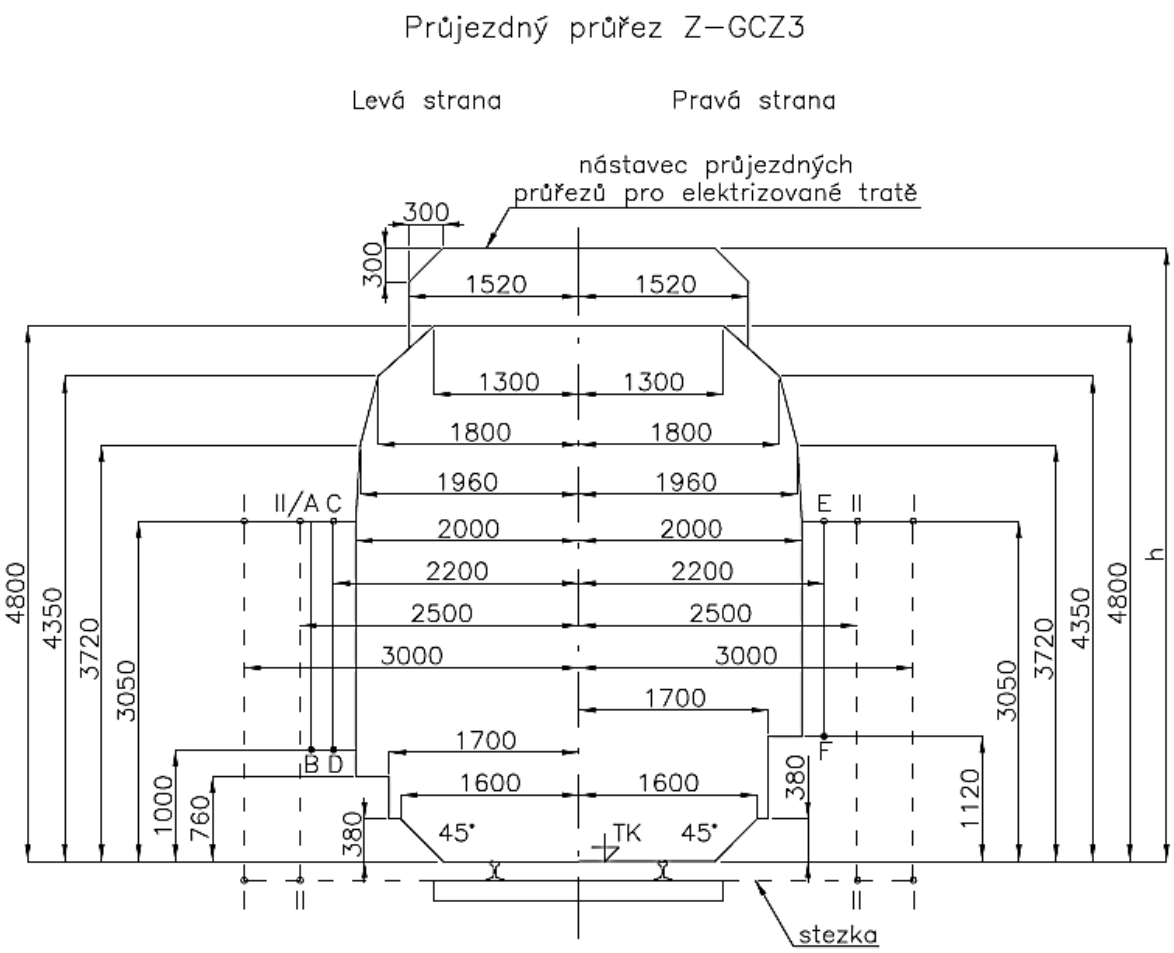
A - B to equipment on the outer side of the outer rail and constructions,
C - D to equipment between rails,

Right side applies to
- other rails in stations and turnouts,
- lateral free space,

E - F for all constructions and equipment.,

I – I free walkable and manipulation space (basic),
II – II free walkable and manipulation space (narrowed),
L - distance of the platform edge with the height of 550 mm above TK (ČSN 73 4959),
h - height of the extension of the clearance for electrified tracks.

4. Profile of the clearance Z-GCZ3 and free walkable and manipulation space (applies to straight rail and curve with the radius greater than or equal to 250 m)



In Fig. 3:

Left side applies to
- track rails (in railway stops as well),
- main rails in stations and turnouts,
- transport rails for passenger trains,
- lateral free space

A - B to equipment on the outer side of the outer rail and constructions,
C - D to equipment between rails,

Right side applies to
- other rails in stations and turnouts,
- lateral free space,

E - F for all constructions and equipment.

I – I free walkable and manipulation space (basic),
II – II free walkable and manipulation space (narrowed),
h - height of the extension of the clearance for electrified tracks
TK – top of rail string

Annex "J"
Devices for diagnosing defects of rolling stock vehicles

An integral part of the Správa železnic infrastructure is a device for diagnosing defects of rolling stock vehicles, which include hot roller indicators of bearings (IHL), hot tire and brake indicators (IHO), indicators of incorrect driving (INJ) and equipment for the monitoring of electric vehicle collectors (PMS). Devices diagnosing defects of rolling stock vehicles are set up to protect the railway infrastructure and ensure the safe operation of the track and rail transport.

The basic objectives of these systems are:

- Increasing traffic safety by disposing of a damaged vehicle using IHL and IHO where the IHL indicator is a part of the diagnostic system indicating the temperature of the axle pivots, and the IHO is part of the torch temperature wheels, brake blocks and disc brakes,
- ensuring the protection of the railway superstructure and other parts of the railway infrastructure, especially in the upgraded sections, from the impact of wheelchair buggies in the use of INJ, where the INJ is part of a diagnosis indicating wheel defects, wheel defects and other defects causing damage to the rails,
- Enhance the safety of the train running through the tunnel and meet the requirements for fire safety of railway tunnels by IHL + IHO,
- ensuring the protection of the overhead contact line and other components of the railway infrastructure from possible damage caused by improperly set or damaged electric vehicle trawlers (in particular damage to the lining of the tracks and improperly adjusted compressive force),
- compliance with the conditions of interoperability of the rail network of the Czech Republic included in the trans-European conventional rail system, IHL, IHO, INJ and PMS railway infrastructure equipment according to Directive 2008/57 / EC of the European Parliament and of the Council 2016 / 797) on the interoperability of the rail system in the Community,
- integration of installed IHL, IHO, INJ and PMS diagnostics into the on-board diagnostic information system for on-board vehicles.

Based on the above, the Správa železnic reserves the right to stop a train on which a fault has been indicated by the diagnostic device.

The rolling stock diagnosis equipment of the Czech Republic (IHL, IHO, INJ) is positioned so that it creates a connected system of indicators in a cascade arrangement at a distance according to the recommendation of UIC.

A list of devices for fault diagnostics of moving vehicles

Table Legend:

Number according to Directive no. 36– Number of device for fault diagnostics of moving vehicles, according to Annexes 2 and 3 of the Directive SŽDC no. 36

Number of line according to TTP – Number of tracks under the TTP. According to this column table is sorted.

Line section – Specific line section where the device is located

km – Kilometre position location of device

Track – Number of the track with the location of device for the lines with two or more tracks. For single-track line cell is empty.

Comment – Another related comment for a particular device. For example, the name of the building within which the device will be built.

A list of devices for fault diagnostics of moving vehicles

Number according to Directive no. 36	Number of line according to TTP	Line section	km	Track	Comment
3.2	301A	Návsí - Bystřice	303,130	2	
2.8	301B	Petrovice u Karviné - odb. Závada	289,370	2	
2.1	305B	Jistebník - Studénka	250,337	2	
2.2	305B	Suchdol nad Odrou - Polom	228,280	1	
2.4	305B	Lipník nad Bečvou - Prosenice	197,355	2	
2.3	136A	Říkovice - Hulín	173,000	2	
280.1	308	Horní Lideč - Valašská Polanka	21,786	2	
3.1	309A	Grygov - Brodek u Přerova	196,130	1	
3.3	309A	Krasíkov - Hoštejn	29,090	1	
3.4	309A	Lukavice na Moravě - Mohelnice	49,760	2	
3.6	309A	Rudoltice v Čechách - Třebovice v Čechách	10,300	2	
300.2	315A	Vyškov - Ivanovice na Hané	51,556		
2.5	316A	Nedakonice - Moravský Písek	126,915	1	
2.6	316A	Lužice - Moravská Nová Ves	96,608	2	
1.1	320A	Podivín - Zaječí	97,041	1	
1.20	320A	Lanžhot st.hr. - Lanžhot	9,708	2	
1.2	320A	Hrušovany u Brna - Modřice	128,780	2	
2.7	320D	Břeclav st.hr. - Břeclav	78,230	2	
230.1	324	Světlá nad Sázavou - Okrouhlice	234,760	1	
230.2	324	Čáslav - Kutná Hora	283,810	2	
250.1	324	Ostrov nad Oslavou - Sklené nad Oslavou	74,138	1	
250.2	324	Řikonín - Vlkov u Tišnova	46,467	2	
250.3	324	Kuřim - Brno-Královo Pole	15,300	1	
250.4	324	Pohled - Přibyslav	104,417	2	
1.3	326A	Březová nad Svitavou - Letovice	207,842	1	
1.4	326A	Blansko - Rájec Jestřebí	181,401	2	
1.12, 1.14	501A	Český Brod - Úvaly	384,420	2, 0	
1.5	501A	Ústí nad Orlicí - Česká Třebová	254,670	1	
1.7	501A	Přelouč - Pardubice	313,224	1	
1.8	501A	Pardubice - Kostěnice	299,249	2	
1.9	501A	Poříčany - Pečky	368,655	1	
1.10	501A	Záboří nad Labem - Kolín	339,408	2	
1.6	501B	Svitavy - Opatov	231,813	2	
231.1	502A	Kostomlaty nad Labem - Nymburk	326,505	1	
072.1	503A	Mělník - Všetaty	370,250	1	
072.2	503A	Stará Boleslav - Dřísy	352,320	2	
072.4	503A	Velké Žernoseky - Sebuzín	417,590	2	
130.1	504A	Chabařovice - Ústí nad Labem západ	9,250	1	
130.2	504A	Bílina - Most	35,606	2	
	504C	Úpořiny - Řehlovice	10,508	1	
020.1	505A	Káranice - Dobřenice	9,850		
024.1	512B	Lichkov st.hr. - Lichkov	112,560		
4.5	519A	Čerčany - Senohraby	149,150	1	
4.8	519A	Praha-Uhříněves - Praha Hostivař	174,293	2	

Number according to Directive no. 36	Number of line according to TTP	Line section	km	Track	Comment
1.13	527A	Dolní Zálezly - Prackovice nad Labem	506,510	1	
1.16	527A	Roztoky u Prahy - Libčice nad Vltavou	428,710	2	
1.18	527A	Hrobce - Bohušovice nad Ohří	485,370	2	
1.11	527A	Nelahozeves - Vraňany	449,130	1	
140.1,140.2	533A	Karlovy Vary - Chodov	193,590	1,2	
1.15	544A	Děčín st.hr. - Dolní Žleb	11,800	1	
4.1	704	České Budějovice - Hluboká nad Vltavou-Zámostí	5,000		
4.3	704	Sudoměřice - Tábor	93,817	1	
4.4	704	Roudná - Planá nad Lužnicí	72,315	2	
4.6	704	Olbramovice - Benešov u Prahy	120,650	2	
4.2	706A	Včelná - Kamenný Újezd u Českých Budějovic	109,570		
190.1	709B	Zliv - Hluboká nad Vltavou	225,770		
190.2	709B	Katovice - Strakonice	278,000		
190.4	709B	Starý Plzenec - Nezvěstice	337,043		
183.1	711	Dobřany - Plzeň Valcha	85,500		
180.1	712A	Nýřany - Vejprnice	121,600		
3.8, 3.5	713A	Hořovice - Kařízek	62,891	1, 2	
3.10	713A	Plzeň Doubravka - Plzeň	101,342	2	
3.7	720A	Přovany - Kozolupy	362,295		
3.12	720A	Planá u Mariánských Lázní - Chodová Planá	414,490		

Annex "K"
Form for holders not being in possession of a valid licence:

PROHLÁŠENÍ O VYUŽITÍ KAPACITY DRÁHY

Žadatel:

Identifikační údaje	Název: Adresa sídla: IČ:

Specifikace žádosti o trasu:

Manažer infrastruktury	**Správa železniční dopravní cesty, státní organizace** Praha 1 - Nové Město, Dlážděná 1003/7, PSČ 110 00 IČ: 70994234	**Období JŘ**	

Číslo smlouvy s žadatelem	**Výchozí stanice**	**Cílová stanice**	**Kalendář dnů jízdy**

Určený dopravce:

Identifikační údaje	Název: Adresa sídla: IČ: Číslo dopravce (kód RICS):

Prohlášení:

Výše jmenovaný určený dopravce tímto prohlašuje, že kapacitu dráhy, která bude přidělena na základě žádosti o trasu dle specifikace uvedené v tomto prohlášení, skutečně využije.

Za žadatele			**Za určeného dopravce**	
Jméno a příjmení:			Jméno a příjmení:	
Datum:			Datum:	
Podpis:			Podpis:	

Annex "L"
Draft sample arrangement on penalty payments for disruption of rail transport and non-using allocated railway infrastructure capacity

This Annex covers the model draft agreement on penalty payments for disruption of rail transport and non-using allocated railway infrastructure capacity.

Part A

Draft sample arrangement on the regional network operated by PKP CARGO INTERNATIONAL, a.s.

Systém odměňování výkonu

1. Smluvní strany se zavazují dodržovat systém odměňování výkonu stanovený provozovatelem v platném Prohlášení o dráze, podmínky pro uplatnění sankcí z tohoto systému a výši těchto sankcí.

2. Smluvní strany jsou povinny předem vzájemně projednat každé uplatnění sankce ze systému odměňování výkonu.

3. Smluvní strany se dohodly, že v případě vzniku sporu ve věci uplatnění sankce ze systému odměňování výkonu se nejdříve pokusí nalézt shodu smírnou cestou pomocí mimosoudního řešení sporu před nezávislým subjektem. Provozovatel dráhy zajistil pro případ mimosoudního řešení sporu ve věci uplatnění sankce ze systému odměňování výkonu jako nezávislý subjekt společnost **PDV RAILWAY a.s.** se sídlem Blahoslavova 937/62, Ústí nad Labem, PSČ 400 01 (IČ 227 92 597). V případě, že by měl dopravce pochybnosti o nezávislosti výše uvedeného provozovatelem zajištěného subjektu, je dopravce oprávněn zajistit jiný subjektu pro řešení předmětného sporu, který splňuje podmínku nezávislosti.

Smluvní strana, která námitku ve věci uplatnění sankce ze systému odměňování výkonu vznese, písemně požádá druhou smluvní stranu o vyřešení sporu v rámci mimosoudního jednání před nezávislým subjektem. Nezávislý subjekt je následně neprodleně požádán o vyřešení sportu provozovatelem dráhy, v případě zajištění daného nezávislého subjektu provozovatelem dráhy, popř. dopravcem, v případě zajištění daného subjektu tímto dopravcem. Řešení sporu je písemné, odpověď musí být odeslána nejpozději 10 pracovních dnů po doručení žádosti o vyřešení sporu nezávislému subjektu.

Pokud kterákoliv ze stran nebude s rozhodnutím nezávislého subjektu souhlasit, nebo se na uplatnění sankce nejpozději do 10 pracovních dnů po doručení vyrozumění o sporu nezávislému subjektu neshodnou, nebo marně uplyne lhůta pro doručení rozhodnutí o sporu vydaného příslušným nezávislým subjektem, může být spor jednou ze smluvních stran předložen k řešení příslušnému soudu České republiky.

4. Projednané sankce dle systému odměňování výkonu fakturují smluvní strany měsíčně. Příslušná smluvní strana uhradí fakturovanou částku na účet druhé smluvní strany s použitím

čísla faktury jako variabilního symbolu. Splatnost faktury je 30 kalendářních dnů od jejího doručení.

5. Žádná ze smluvních stran není oprávněna provést úhradu sankcí ze systému odměňování výkonu formou jednostranného zápočtu.

Part B

Draft sample arrangement on the regional network operated by PDV RAILWAY a.s.

I. Systém odměňování výkonu

- Smluvní strany se zavazují dodržovat systém odměňování výkonu stanovený provozovatelem v platném Prohlášení o dráze, podmínky pro uplatnění sankcí z tohoto systému a výši těchto sankcí.
- Smluvní strany jsou povinny předem vzájemně projednat každé uplatnění sankce ze systému odměňování výkonu.
- Smluvní strany se dohodly, že v případě vzniku sporu ve věci uplatnění sankce za systému odměňování se pokusí nejdříve nalézt shodu smírnou cestou pomocí mimosoudního řešení sporu před nezávislým subjektem. Pro případ mimosoudního řešení sporu ve věci uplatnění sankce ze systému odměňování výkonu zajistil provozovatel dráhy jako nezávislý subjekt společnost PKP CARGO INTERNATIONAL, a.s. se sídlem Hornopolní 3314/38, Ostrava, Moravská Ostrava, PSČ 702 62 (IČ 476 75 977). V případě, že by měl dopravce pochybnosti o nezávislosti výše uvedeného provozovatelem dráhy zajištěného subjektu, je pak dopravce oprávněn zajistit jiný subjekt pro řešení předmětného sporu, který splňuje podmínky nezávislosti. Smluvní strana, která námitku ve věci uplatnění sankce ze systému odměňování výkonů vznese, písemně požádá druhou smluvní stranu o vyřešení sporu v rámci mimosoudního jednání před nezávislým subjektem. Nezávislý subjekt řeší spor neprodleně a vyřešení sporu je písemné, odpověď musí být odeslána nejpozději 10 pracovních dnů po prokazatelném obdržení žádosti o vyřešení sporu k nezávislému subjektu. V případě, že kterákoliv ze stran nebude s rozhodnutím nezávislého subjektu souhlasit, nebo se na uplatnění sankce nejpozději do 10 pracovních dnů po doručení vyrozumění o sporu nezávislému subjektu neshodnou, nebo marně uplyne lhůta pro doručení rozhodnutí o sporu vydaného příslušným nezávislým subjektem, může být spor jednou ze smluvních stran předložen k řešení soudu České republiky.
- Projednané sankce dle systému odměňování výkonu fakturují smluvní strany měsíčně. Příslušná smluvní strana uhradí fakturovanou částku na účet druhé smluvní strany s použitím čísla faktury jako variabilního symbolu. Splatnost faktury je 30 kalendářních dnů od jejího doručení.
- Žádná ze smluvních stran není oprávněna provést úhradu sankcí ze systému odměňování výkonu formou jednostranného zápočtu.

Part C

Draft sample arrangement on the regional network operated by Správa železniční dopravní cesty, státní organizace

The contract on the operation of railway transport on the national railway and regional railways, concluded between Správa železnic and the carrier, contains the following arrangements:

Článek 16
Systém odměňování výkonu

1. Smluvní strany se zavazují dodržovat Systém odměňování výkonu stanovený provozovatelem v platném prohlášení o dráze, podmínky pro uplatnění sankcí z tohoto systému a výši těchto sankcí.
2. Smluvní strany jsou povinny předem vzájemně projednat každé uplatnění sankce ze Systému odměňování výkonu. O narušení provozování drážní dopravy si smluvní strany předávají podrobné informace prostřednictvím SPIS. Podmínky vykazování vzniku, příčin a doby trvání narušení provozování drážní dopravy jsou uvedeny v platném prohlášení o dráze.
3. Smluvní strany se dohodly, že v případě vzniku sporu ve věci uplatnění sankce ze Systému odměňování výkonu se nejdříve pokusí nalézt shodu smírnou cestou. Způsob řešení sporných případů je uveden v platném prohlášení o dráze.
4. Projednané sankce dle Systému odměňování výkonu fakturují smluvní strany čtvrtletně. Příslušná smluvní strana uhradí fakturovanou částku na účet druhé smluvní strany s použitím variabilního symbolu uvedeného na daňovém dokladu. Splatnost daňového dokladu je 30 kalendářních dnů od jeho vystavení. V případě prodlení s úhradou fakturované částky je příslušná smluvní strana povinna uhradit kromě dlužné částky i úrok z prodlení ve výši dané platnou právní úpravou.
5. Žádná ze smluvních stran není oprávněna provést úhradu sankcí Systému odměňování výkonu formou jednostranného zápočtu.

Annex "M"
Glossary of used terms

For purposes of this Statement, following basic definitions of terms are used:

1) "Ad-hoc" is the process of negotiating individual requests of the applicants for allocation of infrastructure capacity out of scope of elaborated timetable;
2) "Railway undertaking" is a physical or legal person registered in the Commercial register carrying out rail transport operation pursuant to the Rail Systems Act
3) "Transport services" means the provision of transport on all days of the week, in particular to schools and educational establishments, to public authorities, to work, to health establishments providing basic health care and to meeting cultural, recreational and social needs, including transport back, contributing to the sustainable development of the territorial district.
    a. Regions and municipalities in their independent competence by public passenger transport services by public passenger transport and public regular transport and their connection,
    b. The State, through its organizational unit, by public passenger rail passenger transport services of national transport trains of a supra-regional or international character;
    c. The Ministry of Transport in agreement with the Ministry of Defense for the needs of the state.
4) "Railway" is the infrastructure intended for movement of railway vehicles including fixed equipment necessary for ensuring safety and fluency of railway transport;
5) "Railway infrastructure capacity" is, for the purposes of operation of railway transport, the usable permeability of the rail within the scheme of requested train paths in a section of railway infrastructure over a certain period;
6) "Combined transport" is transport of goods that uses transport units enabling transloading to another mode of transport without manipulation with its content
7) "Coordination" is the process through which the allocation body and applicants try to resolve situations when multiple applications for infrastructure capacity exists that are in conflict;
8) "Infrastructure manager" is the railway operator;
9) "manipulation train"" is a train intended for carrying out cargo from a train-formation station to neighbouring or intermediate stations or for carrying in cargo from neighbouring or intermediate stations to a train-formation station,
10) "Exceptional load" is a load that causes, by its outside dimensions, weight or nature, with regard to railway equipment or rail vehicles, difficulties during transport along railway infrastructure and therefore can only be transported under special technical or operational conditions;
11) "Closure timetable diagram" is a timetable diagram constructed for a given closure in relation to railway transport operation restrictions during the closure implementation. A closure timetable diagram is one of the ways of elaborating a closure timetable pursuant to Order No 173/1995 Coll. Issuing the Railway Transportation Rules;
12) "Operator of railway" is a subject carrying out traffic control and organization of railway transport within a network;
13) Capacity enhancement plan" is a measure or a set of measures with a schedule of realization which are designed to mitigate problems with insufficient infrastructure capacity that result in declaring a part of infrastructure to be overloaded;
14) "fee" (for purposes of this Network Statement) is a price pursuant to Art. 33 of Act No 266/1994 Coll. on Rail Systems as amended, calculated according to conditions specified in this Network Statement.
15) "Operation of railway" includes activities through which railway is supported and operated and railway transport is organized;
16) "Operation of railway transport" is an activity during which a legal relationship arises between the operator of this transport and the subject whose transport need is being

met; the subject of this relationship is transport of passengers, goods or animals, or an activity through which business according special regulations is ensured;

17) "Railway operator" is an individual or corporate body listed in the Trade Register, which carries out operation of railway according to the Railway Act;
18) "Serviceability of railway" is a technical condition of railway ensuring its safe and fluent operation;
19) "Overloaded infrastructure" is a part of infrastructure where the demand for infrastructure capacity cannot be met during certain time periods even after coordination of various requests for infrastructure capacity;
20) "Allocation body" is a subject which is represented by the Railway Infrastructure Administration (if the infrastructure in question is owned by the state) or the owner of the infrastructure (if the infrastructure in question is not owned by the state);
21) "Allocation" is the process of allocation of infrastructure capacity;
22) "Framework agreement" is a general agreement setting the rights and duties of the applicant and allocation body regarding the infrastructure capacity that is to be allocated and fees that are to be charged over a period longer than the period of one working timetable;
23) "Framework path/day" is, for the purposes of determining price for capacity allocation, a movement of one train from starting station to destination station within 24 hours without change of kind and character of operated railway transport;
24) "station technology" is a complex of activities with a train-set planned by the RU in a specific transport point. This concerns e.g. standstill of rail vehicles (while informing on the planned standstill time), continuing the transport by another train (while informing on the direction and term of the following ride or the train number) or moving rail vehicles to sidings or a manipulation track.
25) "Public interest", in the area of public railway passenger transport, is the interest in ensuring basic transport needs of population; decisions on applying the public interest while ensuring transport services are made by relevant public administration body or local government;
26) "Train path" is a portion of infrastructure capacity that is necessary for movement of the train between two places over given period of time;
27) "sidings train" is a train designed for servicing sidings branching from a wide track and returning to the station (directly neighbouring with the open line section which the sidings branch from) from which it has been dispatched. Sidings trains are also trains designed for rides to a loading point and returning to the station(directly neighbouring with the open line section where the loading point is situated) from which they have been dispatched-
    A sidings train can also serve for a ride from a station to the sidings directly branching from this station or vice versa.
28) "Exhausted capacity" is a situation when after coordination of requested paths and consulting with applicants, requests for free infrastructure capacity cannot be met in a satisfactory way,
29) "closure" is an adaptation of transport and operational infrastructure installation usage requiring the adoption of special technological and technical measures leading to rail operation limitations or rail transport operation limitations. A closure pursuant to this Network Statement is not an infrastructure capacity limitation caused by operation extraordinary situations (e.g. safety installations defects and breakdowns, rail vehicles' defects etc.) up to the time these defects are eliminated or subsequently established as a closure.
30) "Service facilities" is a designation for facilities including the terrain, building and equipment which have been set up as a whole or parts to allow providing one or more services directly related to operating rail transport on a nationwide or regional network or on publicly accessible sidings.
31) "Applicant" is a common designation for an applicant for capacity which is in possession of a valid licence (RU) and an applicant for capacity which is not in possession of a valid licence. An applicant is also a RU that uses railway infrastructure capacity allocated to an applicant which is not in possession of a valid licence;

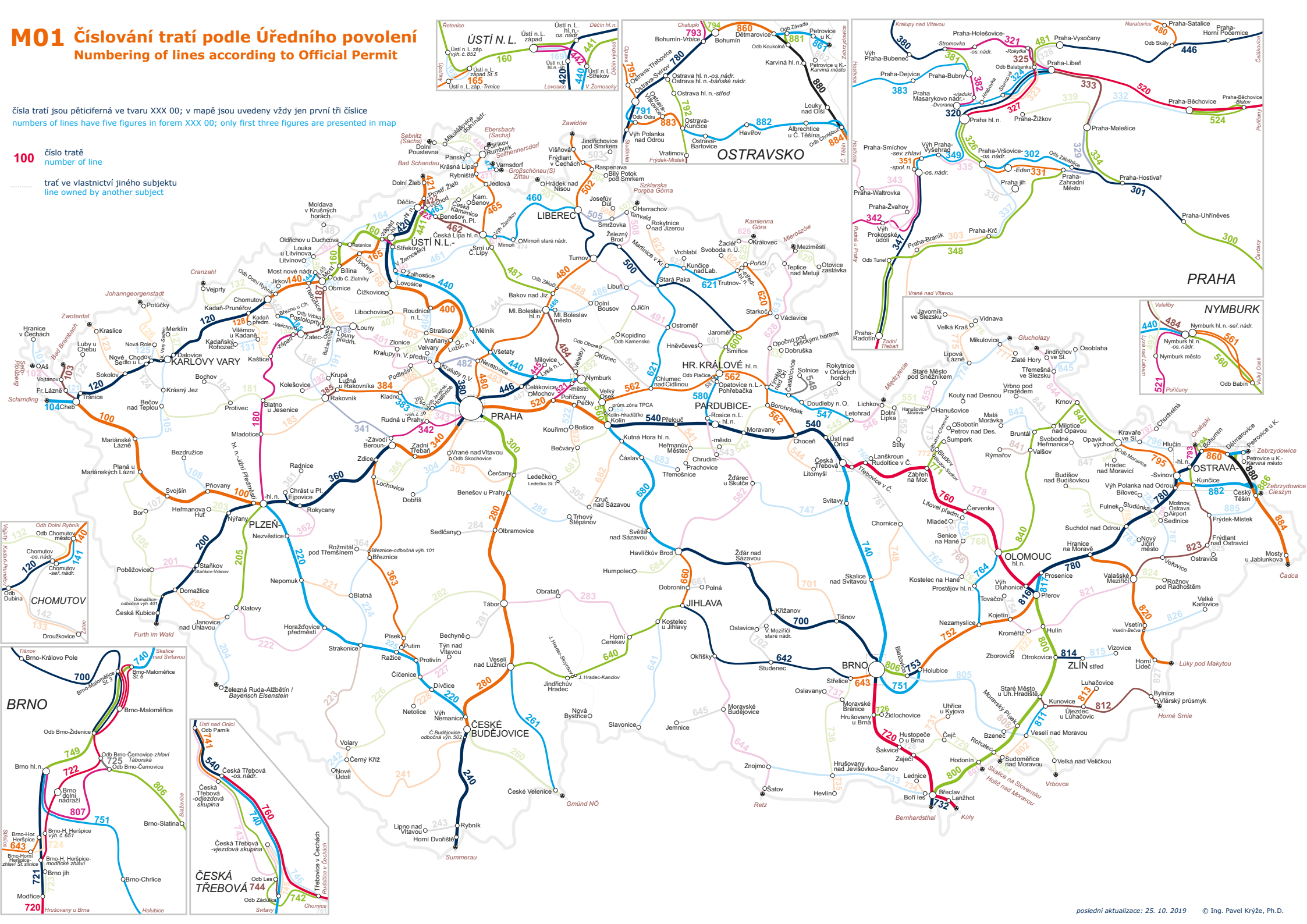
M01 Číslování tratí podle Úředního povolení

Numbering of lines according to Official Permit

čísla tratí jsou pěticiferná ve tvaru XXX 00; v mapě jsou uvedeny vždy jen první tři číslice
numbers of lines have five figures in forem XXX 00; only first three figures are presented in map

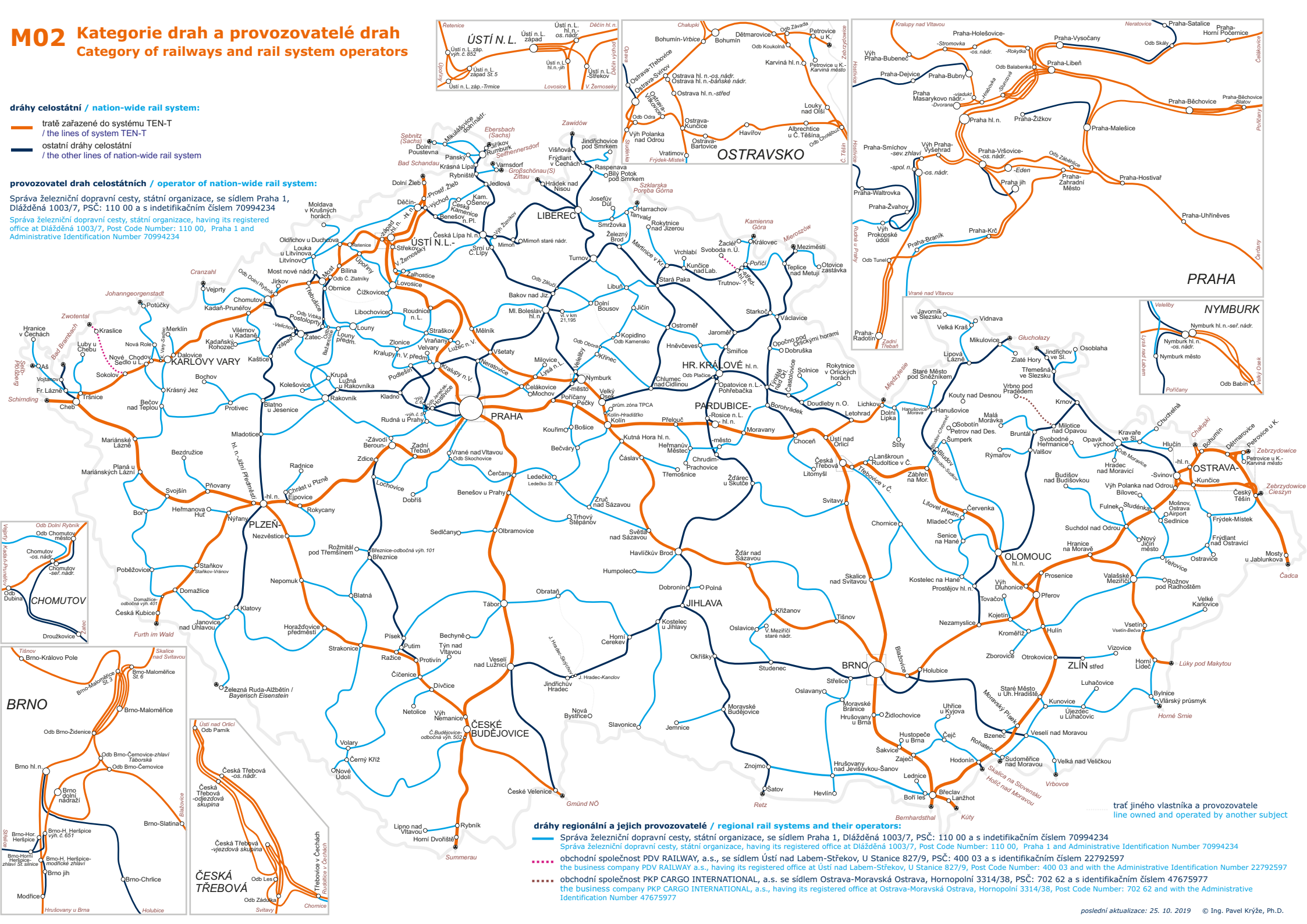
100 číslo tratě
number of line

trať ve vlastnictví jiného subjektu
line owned by another subject



poslední aktualizace: 25. 10. 2019 © Ing. Pavel Krýže, Ph.D.

M02 Kategorie drah a provozovatelé drah
Category of railways and rail system operators



dráhy celostátní / nation-wide rail system:

- tratě zařazené do systému TEN-T / the lines of system TEN-T
- ostatní dráhy celostátní / the other lines of nation-wide rail system

provozovatel drah celostátních / operator of nation-wide rail system:

Správa železniční dopravní cesty, státní organizace, se sídlem Praha 1, Dlážděná 1003/7, PSČ: 110 00 a s indetifikačním číslem 70994234

Správa železniční dopravní cesty, státní organizace, having its registered office at Dlážděná 1003/7, Post Code Number: 110 00, Praha 1 and Administrative Identification Number 70994234

trať jiného vlastníka a provozovatele
line owned and operated by another subject

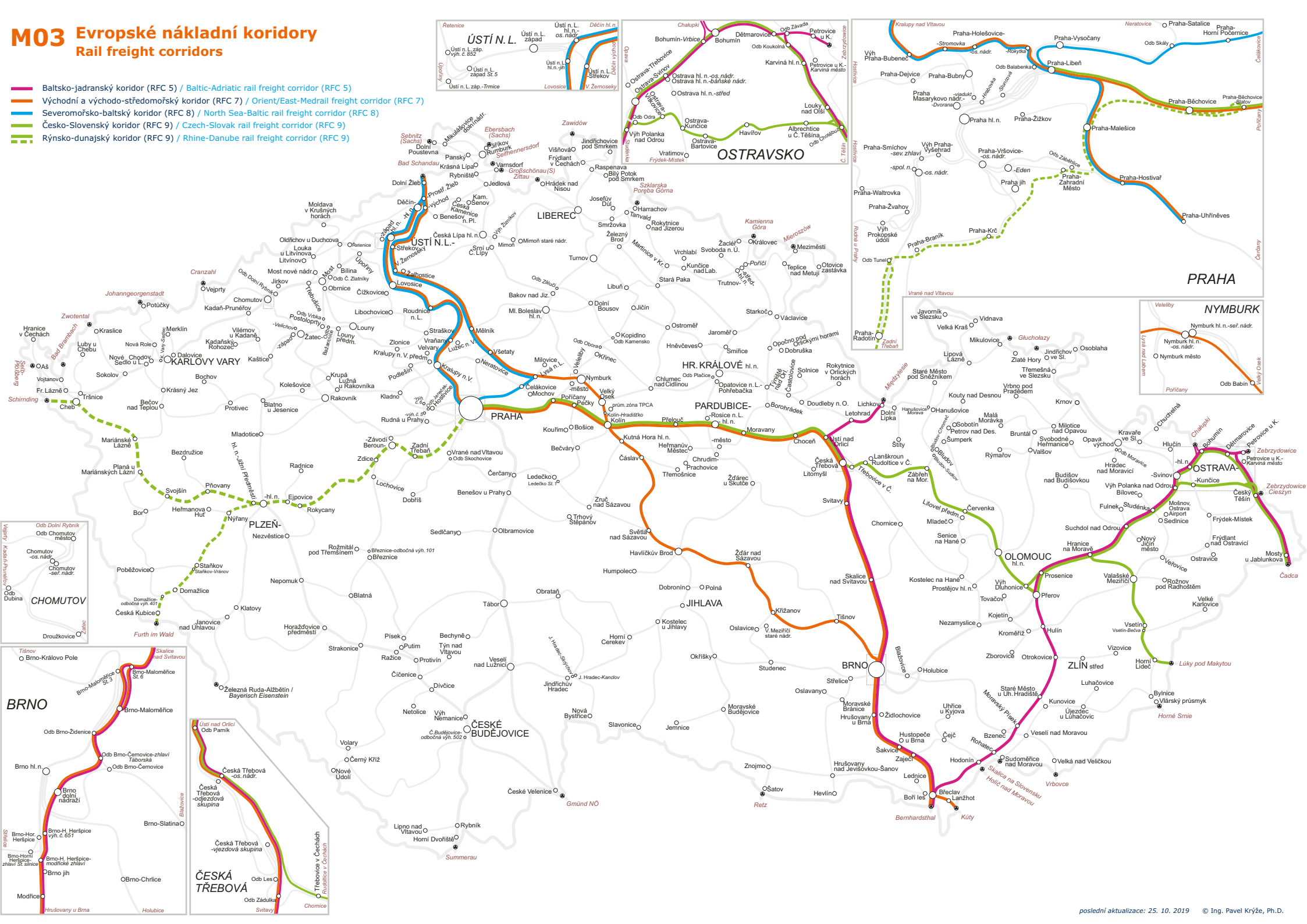
dráhy regionální a jejich provozovatelé / regional rail systems and their operators:

- Správa železniční dopravní cesty, státní organizace, se sídlem Praha 1, Dlážděná 1003/7, PSČ: 110 00 a s indetifikačním číslem 70994234
  Správa železniční dopravní cesty, státní organizace, having its registered office at Dlážděná 1003/7, Post Code Number: 110 00, Praha 1 and Administrative Identification Number 70994234
- obchodní společnost PDV RAILWAY, a.s., se sídlem Ústí nad Labem-Střekov, U Stanice 827/9, PSČ: 400 03 a s identifikačním číslem 22792597
  the business company PDV RAILWAY a.s., having its registered office at Ústí nad Labem-Střekov, U Stanice 827/9, Post Code Number: 400 03 and with the Administrative Identification Number 22792597
- obchodní společnost PKP CARGO INTERNATIONAL, a.s. se sídlem Ostrava-Moravská Ostrava, Hornopolní 3314/38, PSČ: 702 62 a s identifikačním číslem 47675977
  the business company PKP CARGO INTERNATIONAL, a.s., having its registered office at Ostrava-Moravská Ostrava, Hornopolní 3314/38, Post Code Number: 702 62 and with the Administrative Identification Number 47675977

poslední aktualizace: 25. 10. 2019

M03 Evropské nákladní koridory
Rail freight corridors

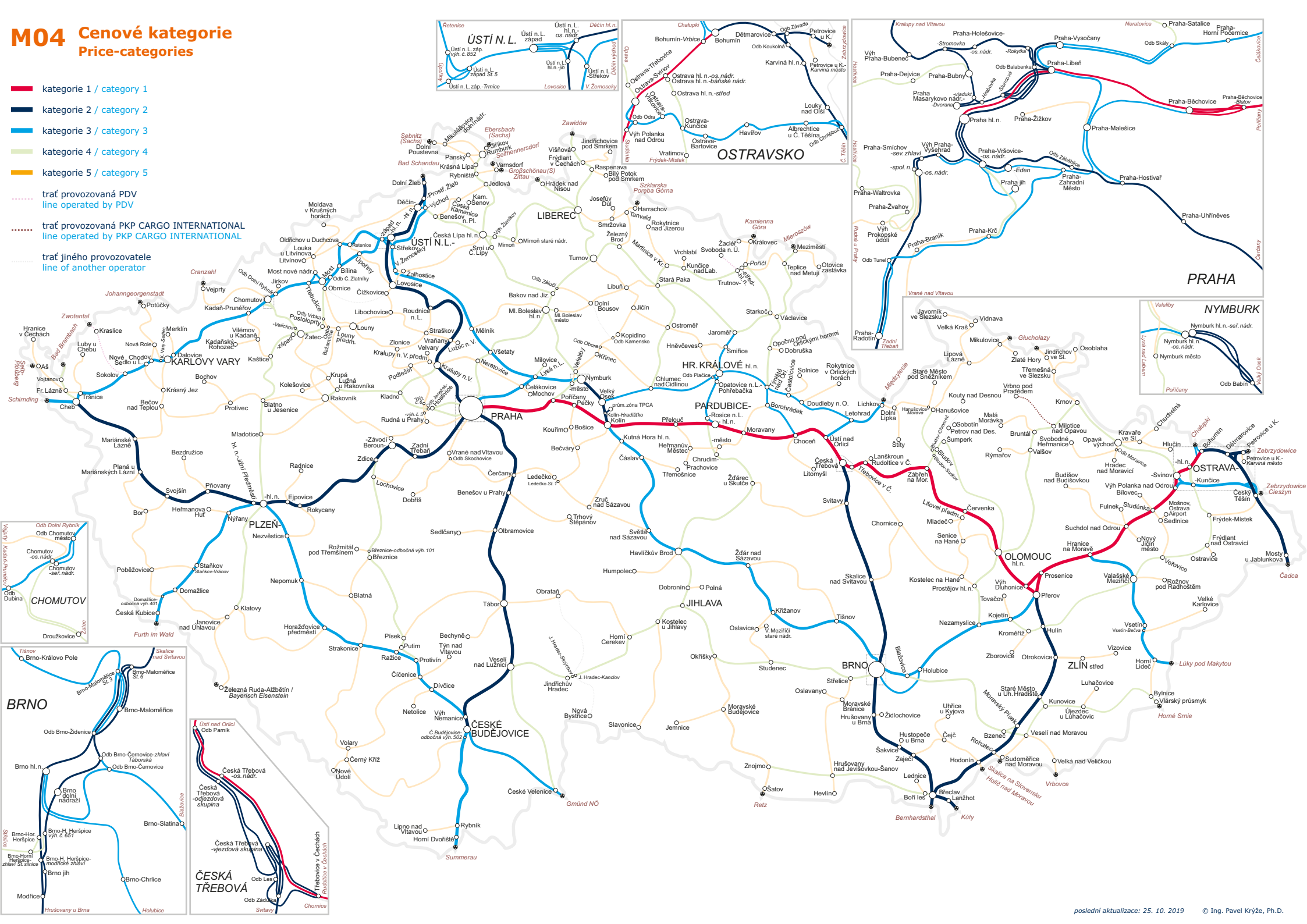
- Baltsko-jadranský koridor (RFC 5) / Baltic-Adriatic rail freight corridor (RFC 5)
- Východní a východo-středomořský koridor (RFC 7) / Orient/East-Medrail freight corridor (RFC 7)
- Severomořsko-baltský koridor (RFC 8) / North Sea-Baltic rail freight corridor (RFC 8)
- Česko-Slovenský koridor (RFC 9) / Czech-Slovak rail freight corridor (RFC 9)
- Rýnsko-dunajský koridor (RFC 9) / Rhine-Danube rail freight corridor (RFC 9)



poslední aktualizace: 25. 10. 2019

M04 Cenové kategorie
Price-categories

- kategorie 1 / category 1
- kategorie 2 / category 2
- kategorie 3 / category 3
- kategorie 4 / category 4
- kategorie 5 / category 5
- trať provozovaná PDV
  line operated by PDV
- trať provozovaná PKP CARGO INTERNATIONAL
  line operated by PKP CARGO INTERNATIONAL
- trať jiného provozovatele
  line of another operator

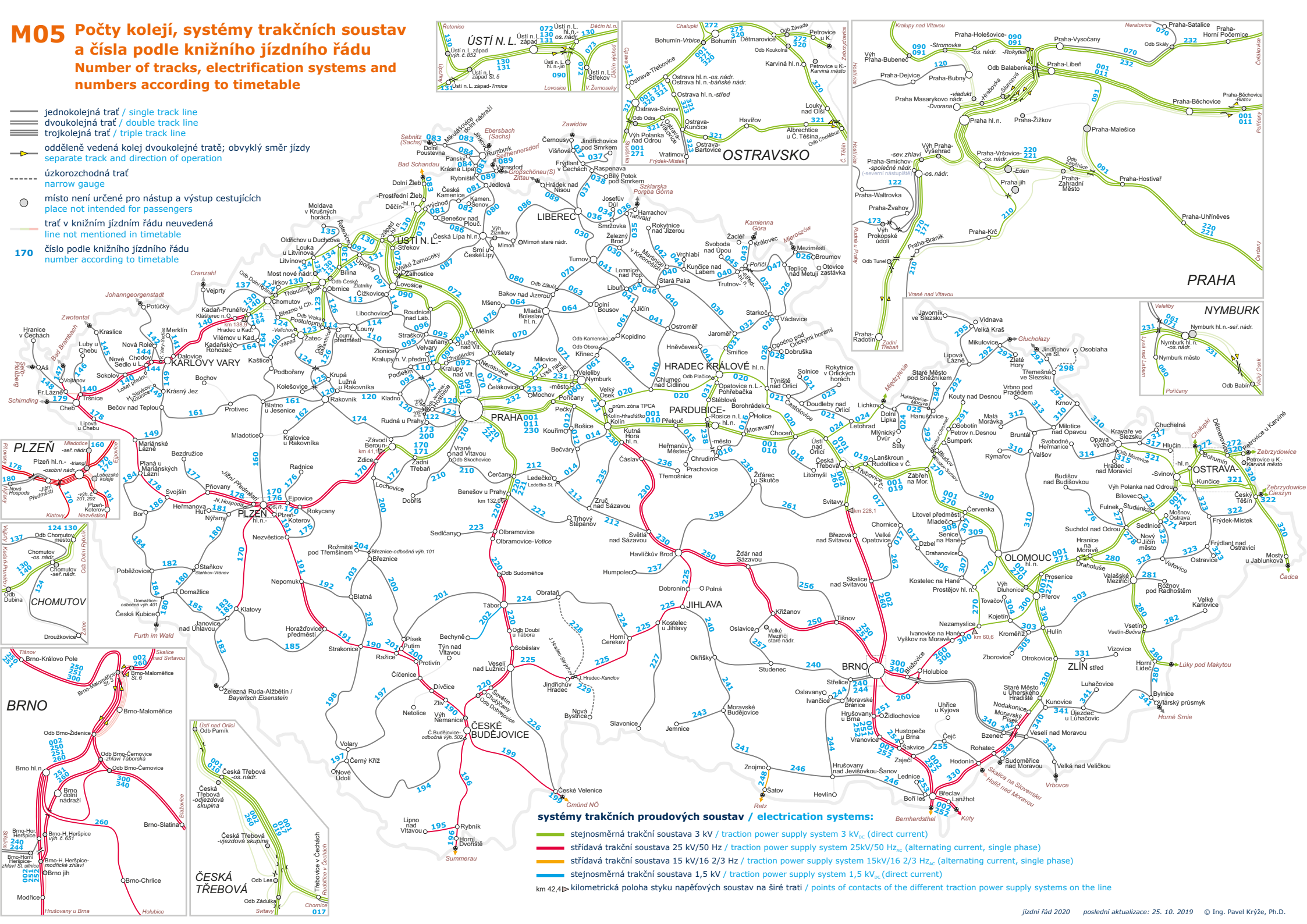


poslední aktualizace: 25. 10. 2019

M05 Počty kolejí, systémy trakčních soustav a čísla podle knižního jízdního řádu

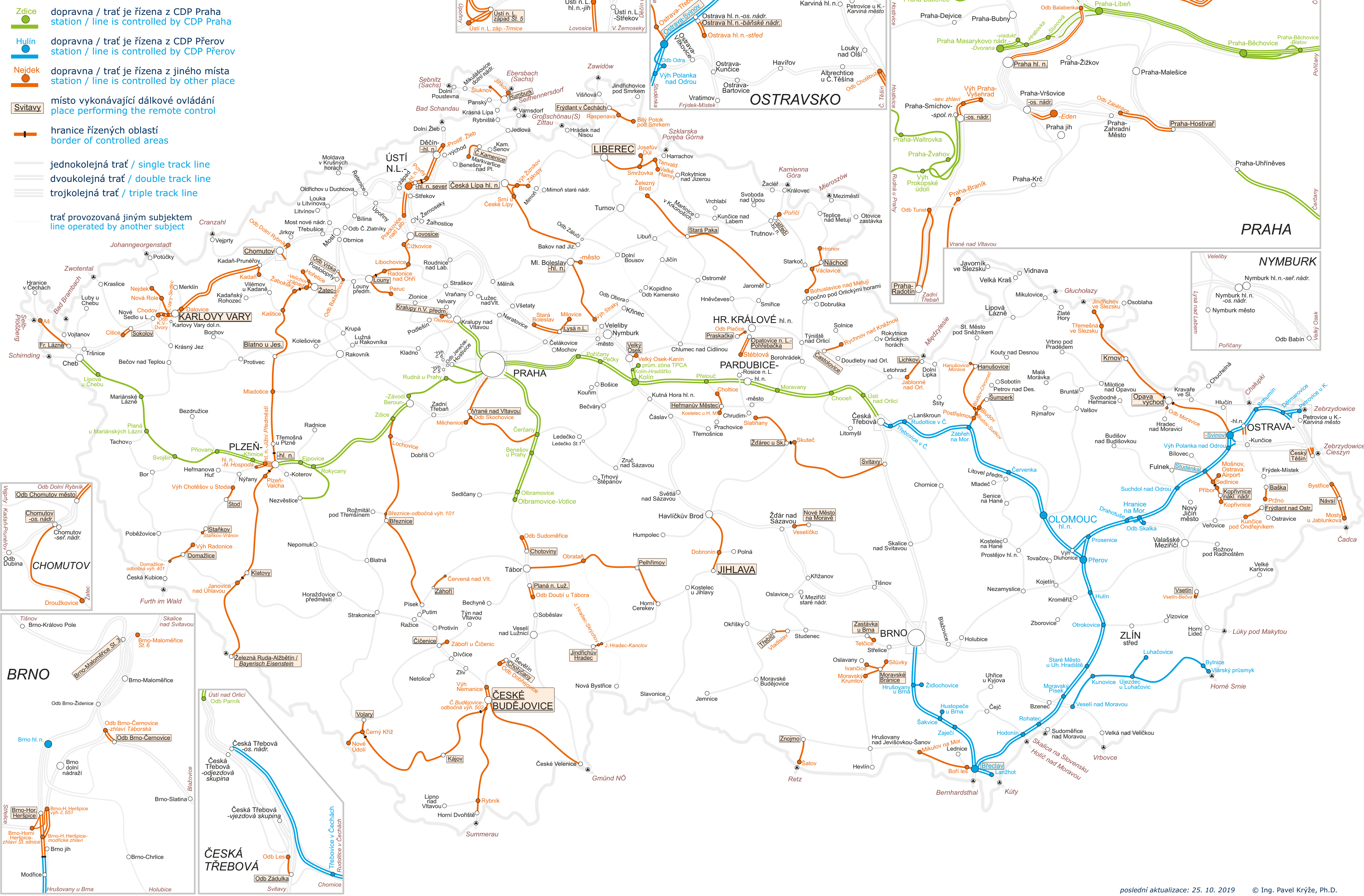
Number of tracks, electrification systems and numbers according to timetable

jednokolejná trať / single track line
dvoukolejná trať / double track line
trojkolejná trať / triple track line
odděleně vedená kolej dvoukolejné tratě; obvyklý směr jízdy
separate track and direction of operation
úzkorozchodná trať
narrow gauge
místo není určené pro nástup a výstup cestujících
place not intended for passengers
trať v knižním jízdním řádu neuvedená
line not mentioned in timetable
170 číslo podle knižního jízdního řádu
number according to timetable

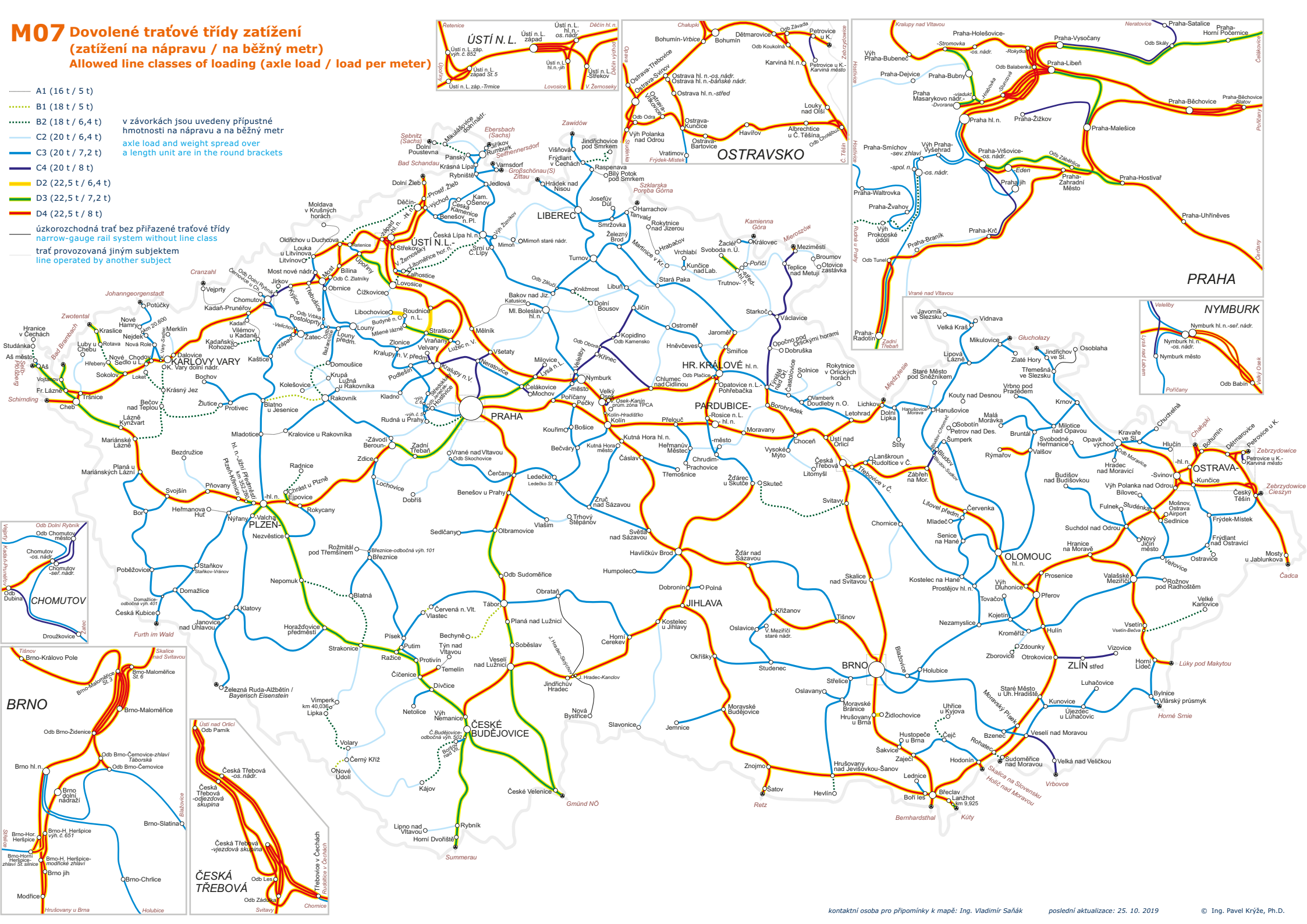


jízdní řád 2020 poslední aktualizace: 25. 10. 2019

M06 Dálkové řízení provozu
Remote control of operation



poslední aktualizace: 25. 10. 2019 © Ing. Pavel Krýže, Ph.D.


M07 Dovolené traťové třídy zatížení
(zatížení na nápravu / na běžný metr)
Allowed line classes of loading (axle load / load per meter)
A1 (16 t / 5 t)
B1 (18 t / 5 t)
B2 (18 t / 6,4 t)
C2 (20 t / 6,4 t)
C3 (20 t / 7,2 t)
C4 (20 t / 8 t)
D2 (22,5 t / 6,4 t)
D3 (22,5 t / 7,2 t)
D4 (22,5 t / 8 t)
v závorkách jsou uvedeny přípustné hmotnosti na nápravu a na běžný metr
axle load and weight spread over a length unit are in the round brackets
úzkorozchodná trať bez přiřazené traťové třídy
narrow-gauge rail system without line class
trať provozovaná jiným subjektem
line operated by another subject
ÚSTÍ N. L.
OSTRAVSKO
PRAHA
NYMBURK
LIBEREC
ÚSTÍ N. L.
HR. KRÁLOVÉ
PARDUBICE
KARLOVY VARY
PLZEŇ
JIHLAVA
BRNO
OLOMOUC
ZLÍN
ČESKÉ BUDĚJOVICE
CHOMUTOV
BRNO
ČESKÁ TŘEBOVÁ
OSTRAVA
PRAHA
kontaktní osoba pro připomínky k mapě: Ing. Vladimír Sañák
poslední aktualizace: 25. 10. 2019
© Ing. Pavel Kryže, Ph.D.

M08 Traťová zabezpečovací zařízení
Railway signalling systems

- tříznaký automatický blok obousměrný / bidirectional three-sign automatic block system
- automatické hradlo / automatic line block system
- úsek s hláskou, hradlem nebo aut. hradlem / section with block signals
- reléový poloautoblok s kontrolou volnosti tratě (kolejové obvody nebo počítače náprav)
  relay semi-automatic block system with line free control (track circuits or axle counters)
- reléový poloautoblok bez kontroly volnosti tratě
  relay semi-automatic block system without line free control
- hradlový poloautoblok / semi-automatic line block
- telefonické dorozumívání / telephone communication
- telefonické dorozumívání, trať je ohraničena jen jednou dopravnou
  telephone communication, line bounded with one operating post only
- tratě provozované podle předpisu D3
  line operated according to D3 regulation
- tratě provozované podle předpisu D4
  line operated according to D4 regulation

ÚSTÍ N.L.

OSTRAVSKO

PRAHA

NYMBURK

ČESKÁ TŘEBOVÁ

CHOMUTOV

BRNO

bez zabezpečovacího zařízení pro jízdu vlaků (jízda je možná pouze formou posunu)
without equipment for trains (only shunting is possible)

kolej dvou- popř. vícekolejné trati zabezpečená pro jízdu vlaku pouze v uvedeném směru
track of double or multiple line with signalling system for trains run only in initiated direction

trať provozovaná jiným subjektem / line operated by another subject

sídlo dirigujícího dispečera / base of controlling dispatcher

trať provozovaná jiným subjektem
line operated by another subject

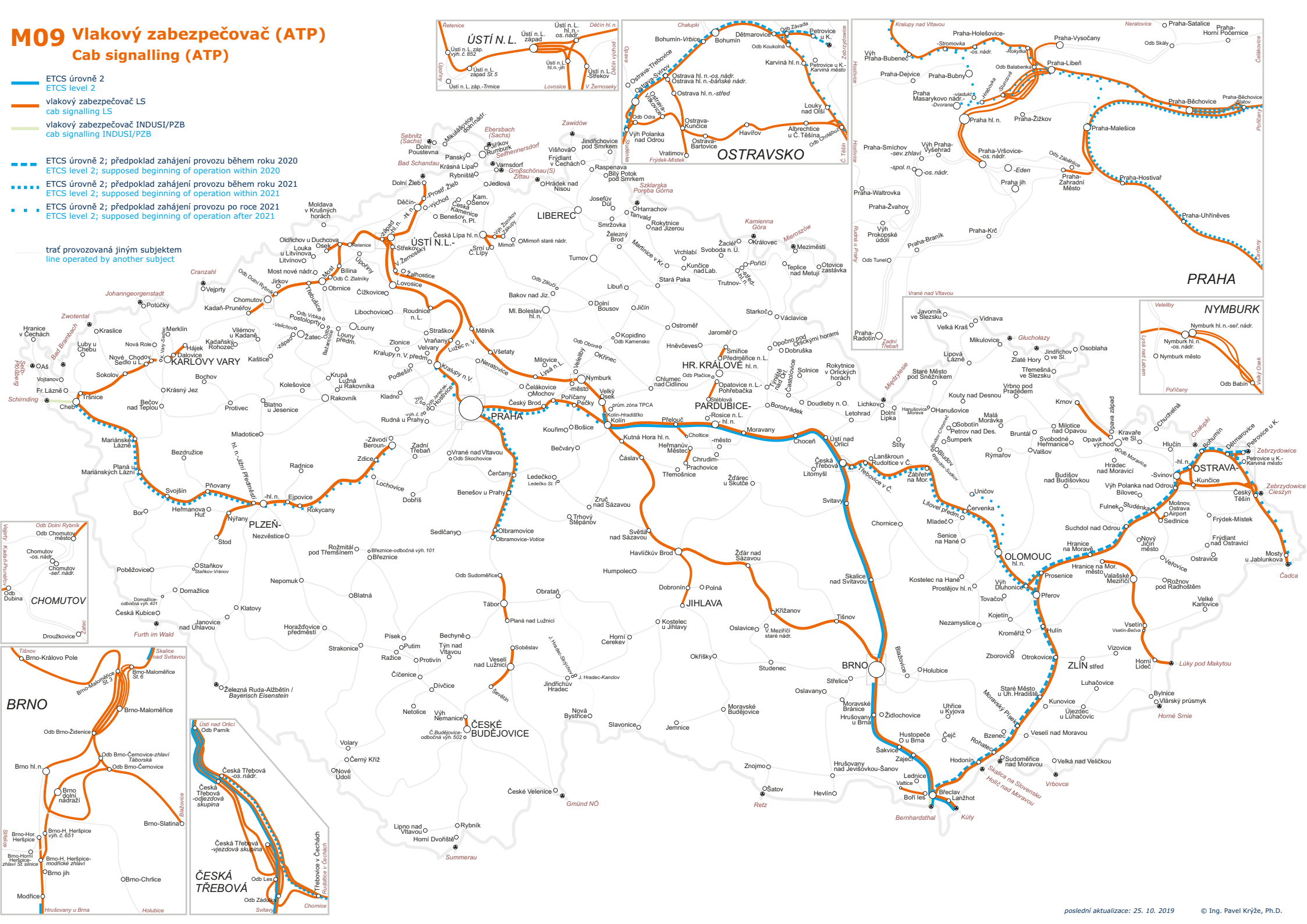
jednokolejná trať / single track line

dvoukolejná trať / double track line

trojkolejná trať / triple track line

S ohledem na stále probíhající změny je mapu nutno chápat jako orientační.

poslední aktualizace: 25. 10. 2019


M09 Vlakový zabezpečovač (ATP)
Cab signalling (ATP)
ETCS úrovně 2
ETCS level 2
vlakový zabezpečovač LS
cab signalling LS
vlakový zabezpečovač INDUSI/PZB
cab signalling INDUSI/PZB
ETCS úrovně 2; předpoklad zahájení provozu během roku 2020
ETCS level 2; supposed beginning of operation within 2020
ETCS úrovně 2; předpoklad zahájení provozu během roku 2021
ETCS level 2; supposed beginning of operation within 2021
ETCS úrovně 2; předpoklad zahájení provozu po roce 2021
ETCS level 2; supposed beginning of operation after 2021
trať provozovaná jiným subjektem
line operated by another subject
ÚSTÍ N. L.
OSTRAVSKO
PRAHA
NYMBURK
LIBEREC
ÚSTÍ N.L.-
KARLOVY VARY
HR. KRÁLOVÉ
PARDUBICE-
PRAHA
PLZEŇ-
CHOMUTOV
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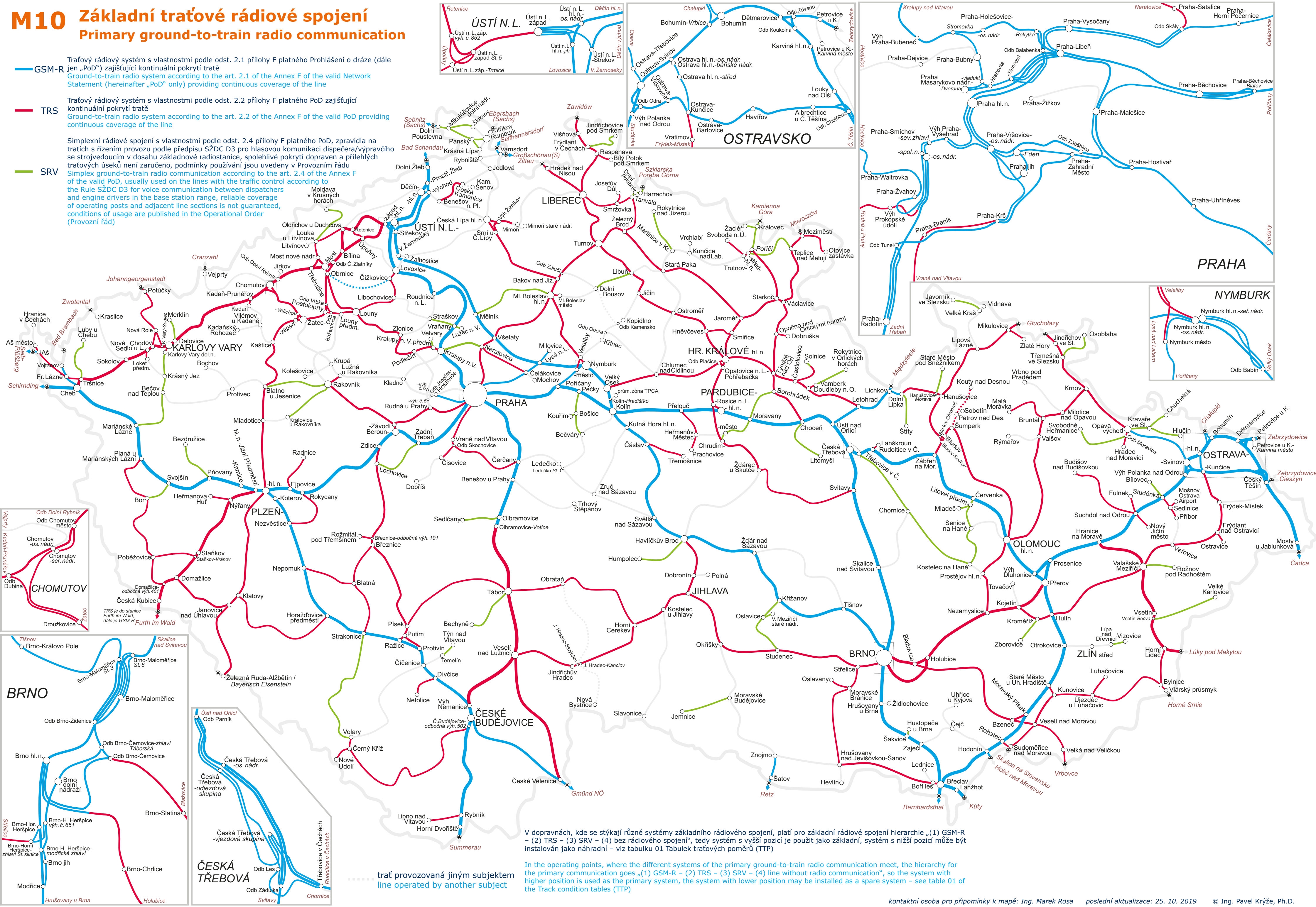
M10 Základní traťové rádiové spojení

Primary ground-to-train radio communication

GSM-R – Traťový rádiový systém s vlastnostmi podle odst. 2.1 přílohy F platného Prohlášení o dráze (dále jen „PoD“) zajišťující kontinuální pokrytí tratě
Ground-to-train radio system according to the art. 2.1 of the Annex F of the valid Network Statement (hereinafter „PoD“ only) providing continuous coverage of the line

TRS – Traťový rádiový systém s vlastnostmi podle odst. 2.2 přílohy F platného PoD zajišťující kontinuální pokrytí tratě
Ground-to-train radio system according to the art. 2.2 of the Annex F of the valid PoD providing continuous coverage of the line

SRV – Simplexní rádiové spojení s vlastnostmi podle odst. 2.4 přílohy F platného PoD, zpravidla na tratích s řízením provozu podle předpisu SŽDC D3 pro hlasovou komunikaci dispečera/výpravčího se strojvedoucím v dosahu základnové radiostanice, spolehlivé pokrytí dopraven a přilehlých traťových úseků není zaručeno, podmínky používání jsou uvedeny v Provozním řádu
Simplex ground-to-train radio communication according to the art. 2.4 of the Annex F of the valid PoD, usually used on the lines with the traffic control according to the Rule SŽDC D3 for voice communication between dispatchers and engine drivers in the base station range, reliable coverage of operating posts and adjacent line sections is not guaranteed, conditions of usage are published in the Operational Order (Provozní řád)



trať provozovaná jiným subjektem
line operated by another subject

V dopravnách, kde se stýkají různé systémy základního rádiového spojení, platí pro základní rádiové spojení hierarchie „(1) GSM-R – (2) TRS – (3) SRV – (4) bez rádiového spojení“, tedy systém s vyšší pozicí je použit jako základní, systém s nižší pozicí může být instalován jako náhradní – viz tabulku 01 Tabulek traťových poměrů (TTP)

In the operating points, where the different systems of the primary ground-to-train radio communication meet, the hierarchy for the primary communication goes „(1) GSM-R – (2) TRS – (3) SRV – (4) line without radio communication“, so the system with higher position is used as the primary system, the system with lower position may be installed as a spare system – see table 01 of the Track condition tables (TTP)

kontaktní osoba pro připomínky k mapě: Ing. Marek Rosa   poslední aktualizace: 25. 10. 2019

M11 Kódy tratí pro kombinovanou dopravu
Lines codes for combined traffic

45/358 · 47/360 · 57/381 · 67/391 · 72/391 · 78/402 · 80/410

Kód tratě kombinované dopravy označuje číslo maximálního profilu použitelného pro příslušnou trať. Kód ložné jednotky nesmí být vyšší než kódové číslo tratě.
Vlaky kombinované dopravy se směrodatným profilem mají stanovenou trasu po tratích, na nichž je kód vyhlášen, a nesmí být odkloněny na trať s nižším kódem, ani na trať bez vyhlášeného kódu.
Kódy tratí stanovuje a vyhlašuje SŽDC URMIZA.

Combined traffic track (line) code marks maximum profile number usable for relevant track (line). The load unit code must not exceed the track code number.
Combined traffic trains with decisive profile have their path determined on the tracks (lines) where the code is declared, and they must not be diverted to lower code track (line), neither to track (line) without code declared. Tracks (lines) codes determine and declare SŽDC URMIZA.

trať provozovaná jiným subjektem
line operated by another subject

ÚSTÍ N. L.
OSTRAVSKO
PRAHA
NYMBURK
LIBEREC
KARLOVY VARY
PLZEŇ-
CHOMUTOV
PRAHA
HR. KRÁLOVÉ hl. n.
PARDUBICE-
JIHLAVA
ČESKÉ BUDĚJOVICE
BRNO
ČESKÁ TŘEBOVÁ
OLOMOUC
OSTRAVA-
ZLÍN střed

M12 Oblastní ředitelství SŽDC (OŘ), stavební správy a provozní obvody

hranice obvodů OŘ je vyznačena z hlediska řízení provozu

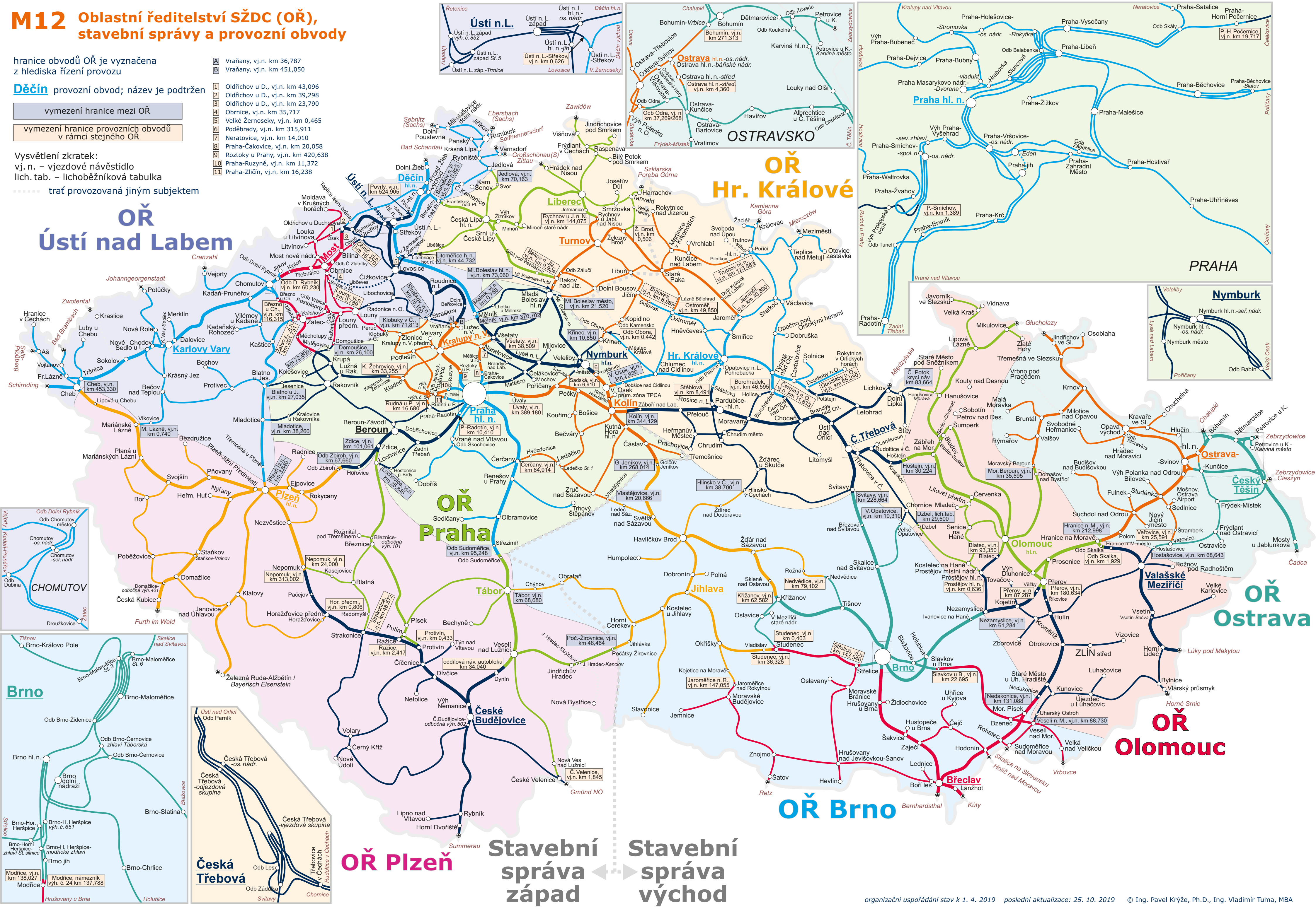
Děčín provozní obvod; název je podtržen

vymezení hranice mezi OŘ

vymezení hranice provozních obvodů v rámci stejného OŘ

Vysvětlení zkratek:
vj. n. – vjezdové návěstidlo
lich. tab. – lichoběžníková tabulka
trať provozovaná jiným subjektem

- A Vraňany, vj.n. km 36,787
- B Vraňany, vj.n. km 451,050
- 1 Oldřichov u D., vj.n. km 43,096
- 2 Oldřichov u D., vj.n. km 39,298
- 3 Oldřichov u D., vj.n. km 23,790
- 4 Obrnice, vj.n. km 35,717
- 5 Velké Žernoseky, vj.n. km 0,465
- 6 Poděbrady, vj.n. km 315,911
- 7 Neratovice, vj.n. km 14,010
- 8 Praha-Čakovice, vj.n. km 20,058
- 9 Roztoky u Prahy, vj.n. km 420,638
- 10 Praha-Ruzyně, vj.n. km 11,372
- 11 Praha-Zličín, vj.n. km 16,238



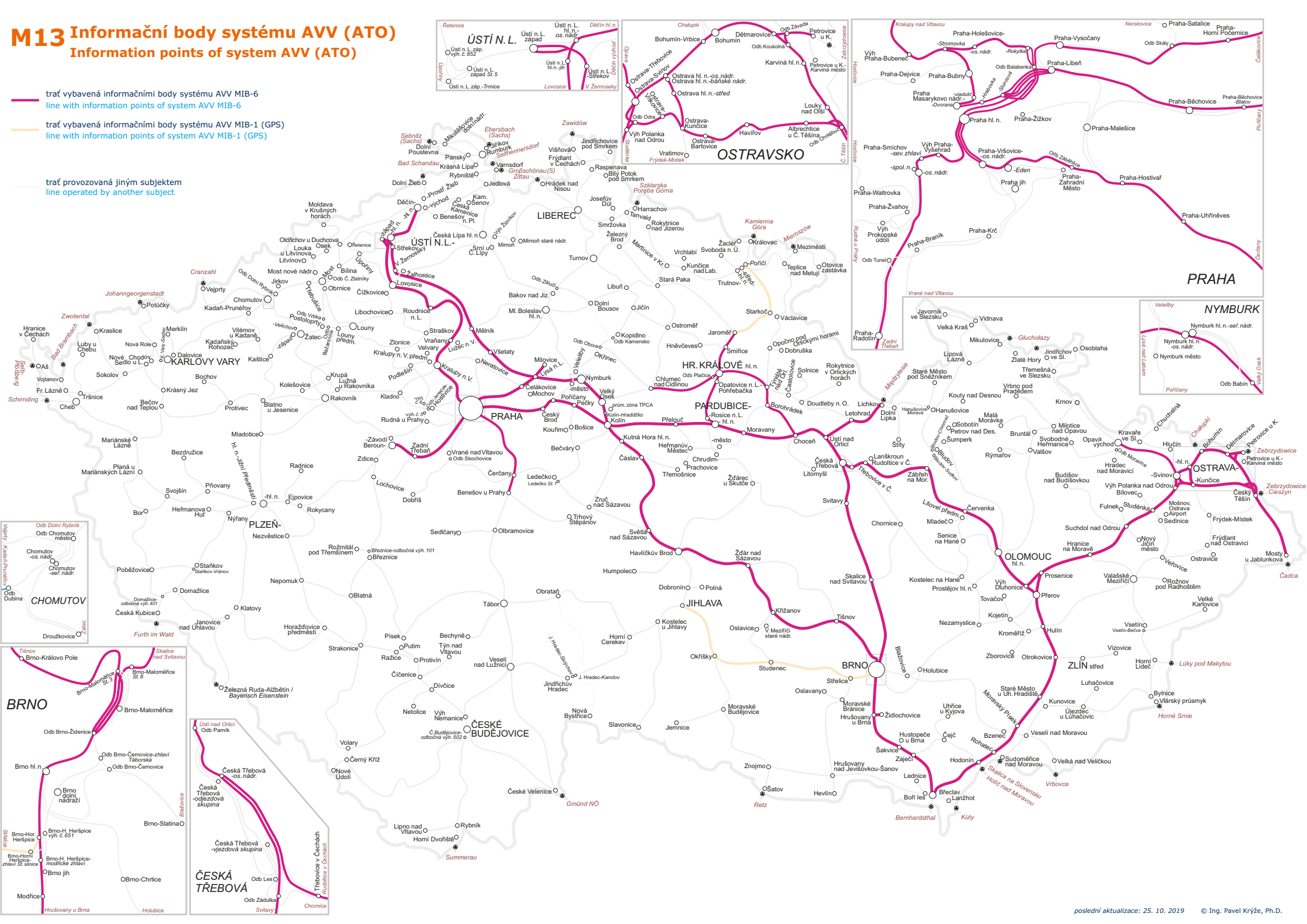
organizační uspořádání stav k 1. 4. 2019 poslední aktualizace: 25. 10. 2019

M13 Informační body systému AVV (ATO)
Information points of system AVV (ATO)

trať vybavená informačními body systému AVV MIB-6
line with information points of system AVV MIB-6

trať vybavená informačními body systému AVV MIB-1 (GPS)
line with information points of system AVV MIB-1 (GPS)

trať provozovaná jiným subjektem
line operated by another subject



poslední aktualizace: 25. 10. 2019

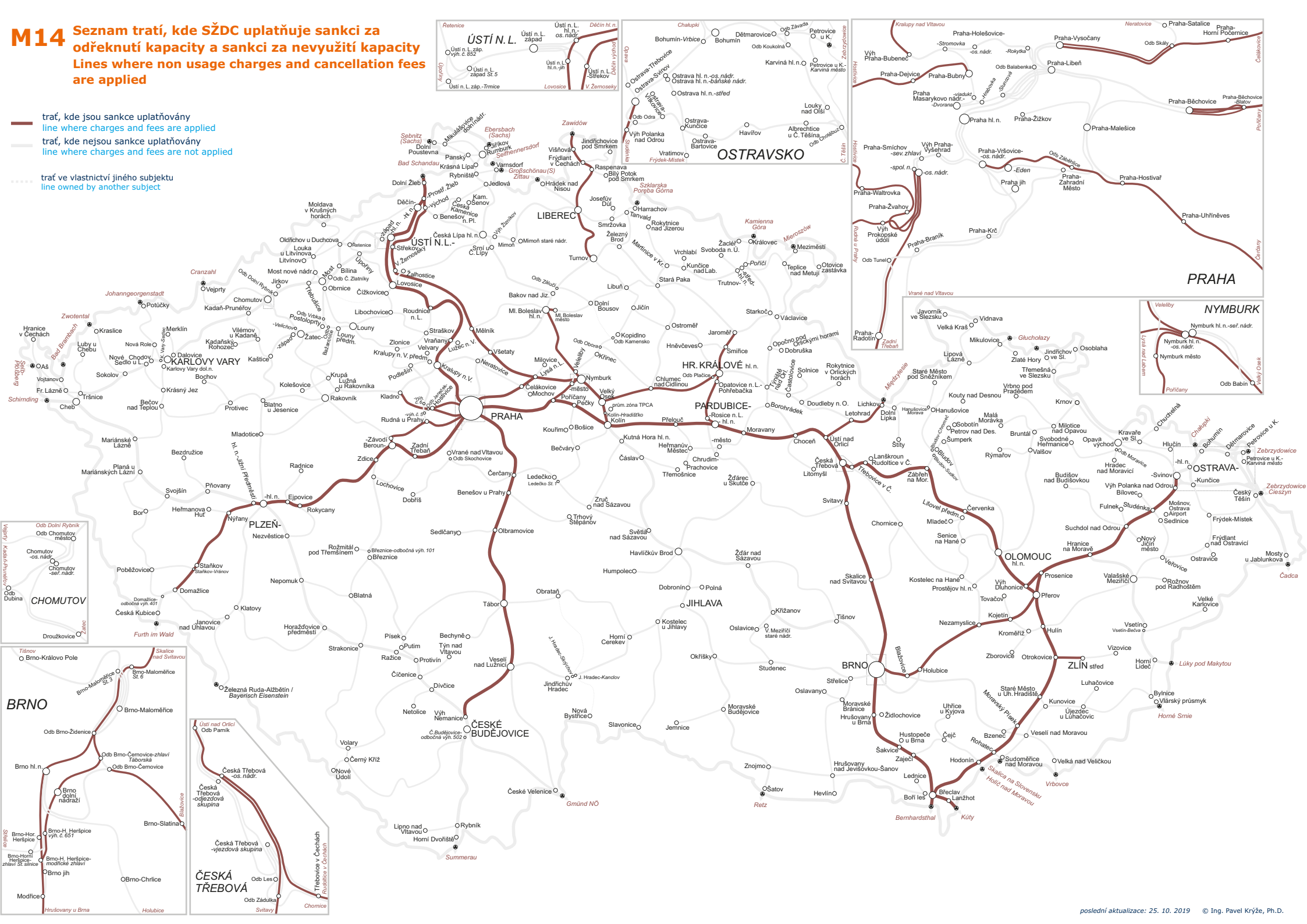
M14 Seznam tratí, kde SŽDC uplatňuje sankci za odřeknutí kapacity a sankci za nevyužití kapacity

Lines where non usage charges and cancellation fees are applied

trať, kde jsou sankce uplatňovány
line where charges and fees are applied

trať, kde nejsou sankce uplatňovány
line where charges and fees are not applied

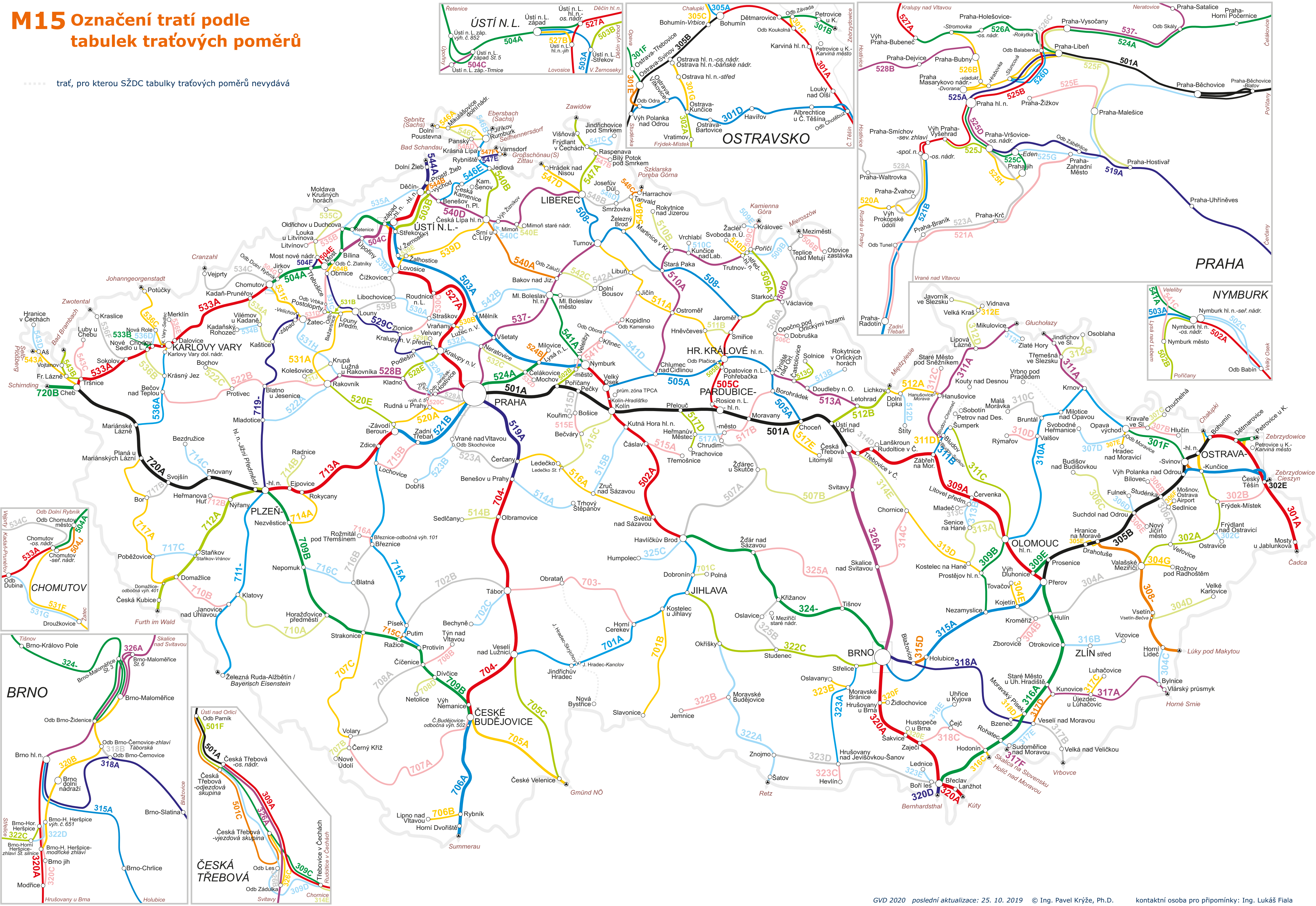
trať ve vlastnictví jiného subjektu
line owned by another subject



poslední aktualizace: 25. 10. 2019

M15 Označení tratí podle tabulek traťových poměrů

trať, pro kterou SŽDC tabulky traťových poměrů nevydává



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