|  |  |
| --- | --- |
| **Component 2.1: SUSTAINABLE TRANSPORT** | |
| **Investment/ reform CID reference** | **Investment 3** |
| **Investment/ reform name** | **Improving the environment (railway infrastructure support)** |
| **Type of change compared to CID** | [modified] |
| **Legal base of the change (select at least one)** | Article 14(2) – loan request  Article 18(2) – update of the maximum financial contribution  Article 21 – amendment due to objective circumstances  Article 21a – REPowerEU non-repayable financial support (ETS revenue)  Article 21b (2) – BAR transfers  ☐ None of the above, correction of clerical error |
| **Elements modified (only for modified measures)** | Component / Measure description  Milestones and targets  Estimated cost  Green and digital tagging (potentially relevant, because there is a substantive change to the underlying measure)  DNSH self-assessment |

|  |  |  |
| --- | --- | --- |
| **Investment 3: Improving the environment (railway infrastructure support) – Target 91** | | |
| *Description and justification of the change* | | |
| **Modified elements** | **Current version** | **Amended version** |
| ***Component and / or measure description*** | *The measure aims at protecting the environment and climate by contributing to increasing the share of rail transport in freight and passenger transport and improving the energy efficiency of railway stations. This investment shall focus on rail infrastructure development projects, taking into account, inter alia, gender gaps and adequate access to services for disadvantaged and vulnerable persons. Projects shall focus on network sections important for suburban transport and projects to upgrade railway hubs and station buildings within multimodal passenger terminals. In addition, the heating of station buildings shall be supported. This shall be achieved through the following measures:*   * *Definition of a set of projects of 121,88 km of modernised lines, nine modernised railway stations with reconstructed tracks and safe, barrier-free accessible platforms, and over 35 station buildings with reduced energy intensity to achieve, on average, at least a 30% reduction of direct and indirect greenhouse gas emissions compared to the ex-ante emissions, and increased comfort and better services for passengers by 30 June 2022.* * *Completion of 26 projects from the predefined set of projects in the bullet above by 31 December 2022.* * *Completion of additional 30 projects from the predefined set of projects in the bullet above thus completing overall 121,88 km of modernised lines, nine modernised railway stations with reconstructed tracks and safe, barrier-free accessible platforms, and over 35 station buildings with reduced energy intensity to achieve, on average, at least a 30% reduction of direct and indirect greenhouse gas emissions compared to the ex-ante emissions, and increased comfort and better services for passengers by 31 December 2023.* | *The measure aims at protecting the environment and climate by contributing to increasing the share of rail transport in freight and passenger transport and improving the energy efficiency of railway stations. This investment shall focus on rail infrastructure development projects, taking into account, inter alia, gender gaps and adequate access to services for disadvantaged and vulnerable persons. Projects shall focus on network sections important for suburban transport and projects to upgrade railway hubs and station buildings within multimodal passenger terminals. In addition, the heating of station buildings shall be supported. This shall be achieved through the following measures:*   * *Definition of a set of projects of 121,88 km of modernised lines, nine modernised railway stations with reconstructed tracks and safe, barrier-free accessible platforms, and over 35 station buildings with reduced energy intensity to achieve, on average, at least a 30% reduction of direct and indirect greenhouse gas emissions compared to the ex-ante emissions, and increased comfort and better services for passengers by 30 June 2022.* * *Completion of 26 projects from the predefined set of projects in the bullet above by 31 December 2022.* * *Completion of additional ~~30~~ 11 projects from the predefined set of projects in the bullet above by 31 December 2023.* * *Completion of additional 19 projects from the predefined set of projects in the bullet above thus completing overall 121,88 km of modernised lines, nine modernised railway stations with reconstructed tracks and safe, barrier-free accessible platforms, and over 35 station buildings with reduced energy intensity to achieve, on average, at least a 30% reduction of direct and indirect greenhouse gas emissions compared to the ex-ante emissions, and increased comfort and better services for passengers by 31 December 2024.* |
| ***Milestones and targets*** | *Completion of 30 additional projects from the predefined set of projects comprising 121,88 km of lines modernised, operationally improved or more resistant to natural influences, about 9 modernised railway stations with reconstructed track and safely and barrier-free accessible platforms and 35 station buildings with reduced energy intensity, increased comfort and better services for passengers.* | *Completion of 11 additional projects from the predefined set of projects comprising 121,88 km of lines modernised, operationally improved or more resistant to natural influences, about 9 modernised railway stations with reconstructed track and safely and barrier-free accessible platforms and 35 station buildings with reduced energy intensity, increased comfort and better services for passengers.* |
| ***Estimated cost*** | *No change* | *No change* |
| ***Green and digital tagging*** | *No change* | *No change* |
| ***DNSH self-assessment*** | *No change* | *No change* |

|  |  |
| --- | --- |
| **Component 2.1: SUSTAINABLE TRANSPORT** | |
| **Investment/ reform CID reference** | **Investment 3** |
| **Investment/ reform name** | **Improving the environment (railway infrastructure support)** |
| **Type of change compared to CID** | [Added] |
| **Legal base of the change (select at least one)** | Article 14(2) – loan request  Article 18(2) – update of the maximum financial contribution  Article 21 – amendment due to objective circumstances  Article 21a – REPowerEU non-repayable financial support (ETS revenue)  Article 21b (2) – BAR transfers  ☐ None of the above, correction of clerical error |
| **Elements modified (only for modified measures)** | Component / Measure description  Milestones and targets  Estimated cost  Green and digital tagging (potentially relevant, because there is a substantive change to the underlying measure)  DNSH self-assessment |

|  |  |  |
| --- | --- | --- |
| **Investment 3: Improving the environment (railway infrastructure support) – New Target** | | |
| *Description and justification of the change* | | |
| **Modified elements** | **Current version** | **Amended version** |
| ***Component and / or measure description*** | *-* | *The measure aims at protecting the environment and climate by contributing to increasing the share of rail transport in freight and passenger transport and improving the energy efficiency of railway stations. This investment shall focus on rail infrastructure development projects, taking into account, inter alia, gender gaps and adequate access to services for disadvantaged and vulnerable persons. Projects shall focus on network sections important for suburban transport and projects to upgrade railway hubs and station buildings within multimodal passenger terminals. In addition, the heating of station buildings shall be supported. This shall be achieved through the following measures:*   * *Definition of a set of projects of 121,88 km of modernised lines, nine modernised railway stations with reconstructed tracks and safe, barrier-free accessible platforms, and over 35 station buildings with reduced energy intensity to achieve, on average, at least a 30% reduction of direct and indirect greenhouse gas emissions compared to the ex-ante emissions, and increased comfort and better services for passengers by 30 June 2022.* * *Completion of 26 projects from the predefined set of projects in the bullet above by 31 December 2022.* * *Completion of additional 11 projects from the predefined set of projects in the bullet above tby 31 December 2023.* * *Completion of additional 19 projects from the predefined set of projects in the bullet above thus completing overall 121,88 km of modernised lines, nine modernised railway stations with reconstructed tracks and safe, barrier-free accessible platforms, and over 35 station buildings with reduced energy intensity to achieve, on average, at least a 30% reduction of direct and indirect greenhouse gas emissions compared to the ex-ante emissions, and increased comfort and better services for passengers by 31 December 2024.* |
| ***Milestones and targets*** | *-* | *Completion of 19 additional projects from the predefined set of projects comprising 121,88 km of lines modernised, operationally improved or more resistant to natural influences, about 9 modernised railway stations with reconstructed track and safely and barrier-free accessible platforms and 35 station buildings with reduced energy intensity, increased comfort and better services for passengers.*  *Timeline for completion: Q4/2024* |
| ***Estimated cost*** | *No change* | *No change* |
| ***Green and digital tagging*** | *No change* | *No change* |
| ***DNSH self-assessment*** | *No change* | *No change* |

*Target modification Indicative timeline for completion:*

*Target no 91 change of original value - 11 pcs in 4Q/2023;*

*Target no 91i completion of a new milestone with quantitative indicators and a deadline for their completion - 19 items in the 4Q/2024 deadline.*

*Due to the difficult-to-predict price instability caused by Russian aggression in Ukraine and lower imports from China as a result of COVID 19, the issuing of public contracts was postponed due to lack of interest from suppliers. This fact caused a time shift in achievement of the final target value (target 91, Q4 2023) to 4Q/2024 (target 91i). Difficult-to-predict price instability appeared at the beginning of 2022. The Czech Republic did not participate in difficult-to-predict price instability.*