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**National plan for the implementation of the technical
specifications for interoperability relating to the accessibility of
the Union railway system to persons with disabilities and people
with reduced mobility**

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Introduction

Interoperability within the meaning of the Directive of the European Parliament and Council (EC) No 2016/797, dated 11 May 2016, on the interoperability of railways in the Community refers to the ability of the railway system to allow for the safe and uninterrupted movement of trains, which achieve the required level of performance. To ensure the fulfilment of these goals in the railway system in the Union, it is necessary to achieve an optimal level of technical harmonisation and to facilitate, improve and develop the services provided by international rail transport services to each passenger and user of the services provided by railways.

The technical specifications for interoperability, which serve to meet the essential requirements for the railway system provide for the obligation to establish national plans for their implementation. In order to ensure the fulfilment of the defined goal of interoperability, the Slovak Republic has developed a national plan for the implementation of technical specifications for interoperability, relating to the accessibility of the Union railway system to persons with disabilities and people with reduced mobility.

1. Approval part

Within the framework of the European Union, disabled persons constitute approximately 16.30 % of the population of Europe, i.e. approximately 81 million people. In Slovakia, the age group of 65 years and older makes up 14.45 % of the population, which is almost 784,000 people. More than 30 % of persons older than 75 years suffer from some kind of disability and more than 20 % suffer from a disability of a serious nature. The natural ageing of the population increases the proportion of persons with disabilities or with limited mobility and orientation. For this reason, it is necessary to improve the conditions for this population group.

Pursuant to Article 8 point 1 of Commission Regulation (EU) No 1300/2014 dated 18 November 2014 on the technical specifications for interoperability relating to the accessibility of the Union railway system to persons with disabilities and persons with reduced mobility, each Member State shall draw up a national plan for the implementation of the technical specifications for interoperability (hereinafter referred to as TSI). In accordance with this provision, the Ministry of Transport, Construction and Regional Development of the Slovak Republic (hereinafter referred to as MMDVRR SR) has drawn up a national TSI implementation plan, relating to the accessibility of the Union railway system to persons with disabilities and people with reduced mobility (hereinafter TSIS PRM). This implementation plan should be made available to the Commission and other Member States.

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2. Characteristics of the ŽSR railroad system

Slovak Republic Railways (the ŽSR) resulted from the division of Czechoslovak State Railways as of 1 January 1993. On 1 January 2002, the first transformation of the railways took place, establishing Železničná spoločnosť, a.s., with the main line of business involving passenger and cargo transport and ŽSR as the manager of the infrastructure. The second phase resulted in splitting the Železničná spoločnosť, a.s. as of 1 January 2005, resulting in Železničná spoločnosť Slovensko, a.s. as the carrier operating passenger rail transport and Železničná spoločnosť Cargo Slovakia, a.s. as the carrier operating rail freight transport. These companies resulted from the splitting of Železničná spoločnosť, a.s., established during the first phase of transformation. The infrastructure is still managed by ŽSR.

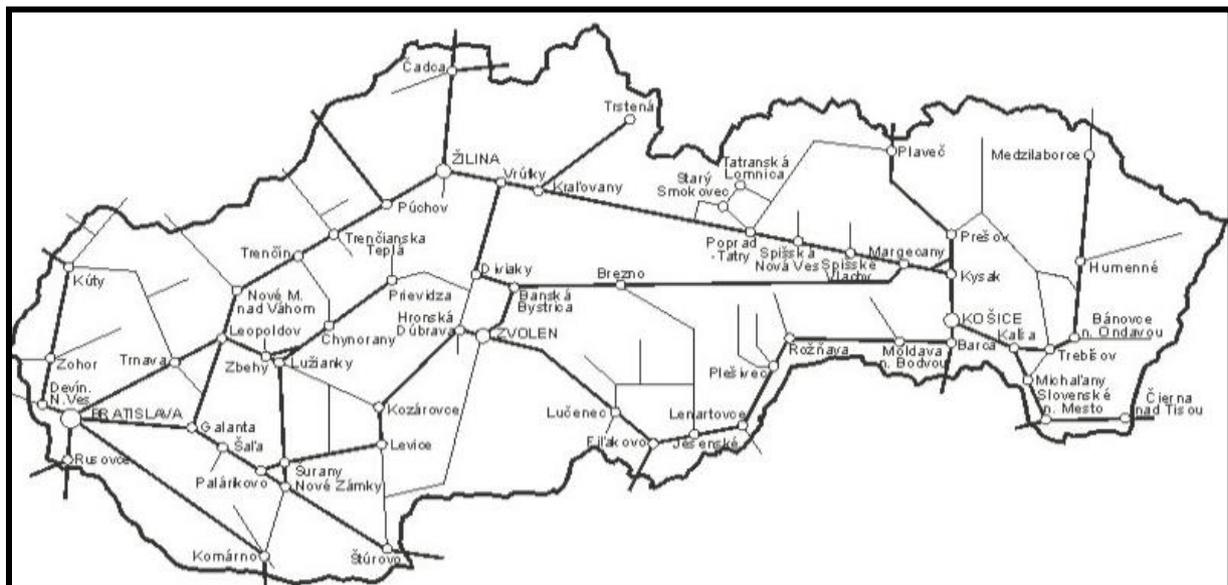
As of 31 December 2014, the ŽSR administered and managed railways with a total structural length of 3627.102 km. Table 1 lists the kilometer lengths of individual lines.

Table 1 Managed lines

Lines	km
Single-track lines	2,610.379
Double-track lines	1,016.723
Track gauge	
Track gauge 1,435 mm	3,482.183
Track gauge 1,520 mm	98.718

In addition to lines with a normal gauge (1,435 mm) and wide gauge (1,520 mm), ŽSR also manages lines with a 760 mm and 1,000 mm gauge. These lines are, however, excluded from the scope of this TSI. For that reason, they were not included in the table. Due to non-compliant technical conditions, operation was suspended on 45.544 km of lines as of the present date.

Figure 1 ŽSR network



Source:

(1)

Detailed map of the ŽSR network, including the specific line numbers, including neighbouring states can be seen in Annex 1.

Characteristics of railway companies

Since 1996, Slovak Republic has liberalized its commercial rail transport. There are several rail carriers operating and providing passenger transport services. These activities are carried out by the carriers based on the valid license issued in accordance with European regulations. During the development of the national implementation plan, the following rail companies providing regular rail transport were asked to cooperate.

- Arriva vlaky, s. r. o.;
- LEO Express, a. s.;
- RegioJet, a. s.;
- Železničná spoločnosť Slovensko, a. s.;
- Wagon Service Travel, s. r. o.

Arriva vlaky, s.r.o.

Arriva vlaky focuses on long-distance and regional rail transport in the Czech and Slovak Republic. The objective is to support the liberalization of passenger rail transport. The problem-free embarkation of ZPO/OZP can be provided with the help of the company personnel. Notice on transport of ZPO can be submitted no later than 48 hours before the initiation of transport.

LEO Express, a.s.

LEO Express, a.s. is a private carrier providing passenger transport. The first operation was launched at the end of 2012 and it is presently operating in 4 different countries. In addition to passenger transport, they also provide supplementary services, such as the lending of headphones and board games, daily newspapers and free Wi-Fi.

RegioJet, a.s.

RegioJet trains provide regular passenger rail transport in the Czech Republic and in Slovakia. All passengers are offered free daily newspapers, journals and drinks. The customers can use headphones and have free access to an entertainment portal, where dozens of films, TV series or e-books and games are available. Free WiFi is available on their trains.

Železničná spoločnosť Slovensko, a. s. (ZSSK)

ZSSK is a joint-stock company with its registered office in the Slovak Republic, founded on 13 December 2004 and registered in the business registry OS Bratislava as of 1 January 2005. The 100% shareholder is the state, acted on behalf of by MDVRR SR. On average, the company operates 1,455 train connections per day, providing transportation services in 69 out of 79 districts of Slovakia, stopping at 690 train stations and stops within the territory of Slovakia. It is a leader in the area of the provision of services in passenger rail transport and is a member of major European and world institutions.

Wagon Service Travel, s.r.o.

Wagon Service travel s.r.o. is a private transportation company operating in passenger transportation services. Its inventory includes 20 Bcmh couchette wagons, equipped for passengers with limited mobility. Its inventory includes 9 WLABmee sleeper wagons. The company leases sleeper and couchette wagons to ZSSK and České dráhy (ČD).

3. Legislative background

In the countries of the European Union, great attention is devoted to the integration of people with a health disability in the society. The objective is to create conditions to increase their mobility and orientation in space. From the viewpoint of different degrees of health disability, it is possible to categorize these persons as follows:

- persons with limited mobility (including persons restricted to a wheelchair),
- persons with sensory impairment (including persons with partial or complete visual/hearing impairment),
- persons with cognitive and learning difficulties,
- persons with chronic damage to health, without an apparently visible restriction of mobility - use of visible compensation accessories (cancer patients, stoma patients, cardiac patients, asthma patients, incontinent patients),
- persons with mental and psychiatric disorders.

Restriction of mobility increases with age. Approximately two thirds of persons with restricted mobility are elderly. In order to improve the existing situation related to such persons, the European strategy for health disability for the period of 2010 - 2020 defines a framework for joint EU action and measures at the level of member states.

When SR became a member state of the EU, it was necessary to transpose individual legal acts of the EU into domestic legislation. In 2009, NR SR (National Council of the Slovak Republic) adopted a new Act No. 513 Coll. on Railways and on changes and amendments to certain laws and Act NR SR No. 514/2009 Coll. on railway transport. These acts were also used to transpose EP and Council Directive No. 2008/57/EC on the interoperability of the rail system within the Community and EP and Council Directive No. 2004/49/EC on Community railway safety. These regulations were implemented by Notice of MDPT SR No. 351/2010 Coll. on Railway traffic regulations and Notice NDPT 350/2010 Coll. on Railway construction and technical regulations.

At the same time the MDVRR SR in 2009 developed the study "Analysis of the current situation and proposal of the concept for fulfilment of the tasks arising from the charter of passenger rights and TSI PRM", mapping in detail the condition of the existing railway infrastructure and rolling stock for passenger rail transport within the railway system of the ŽSR and the proposed priority technical measures performed in 2012-2015 outside of the scope of the on-going upgrade of the tracks.

On 13 December 2006, a Convention on the Rights of Persons with Disabilities was adopted in New York. Through Resolution No. 117 dated February 2010, the government of the Slovak Republic approved the proposal for ratification of the UN Convention on the Rights of Persons with Health Disabilities and Optional protocol for the Convention on the Rights of Persons with Disabilities and recommended that the President of the Slovak Republic sign the ratification documents. Convention 317/2010 was ratified on 28 April 2010 and became effective for the Slovak Republic on 25 June 2010, in compliance with article 45 par. 2.

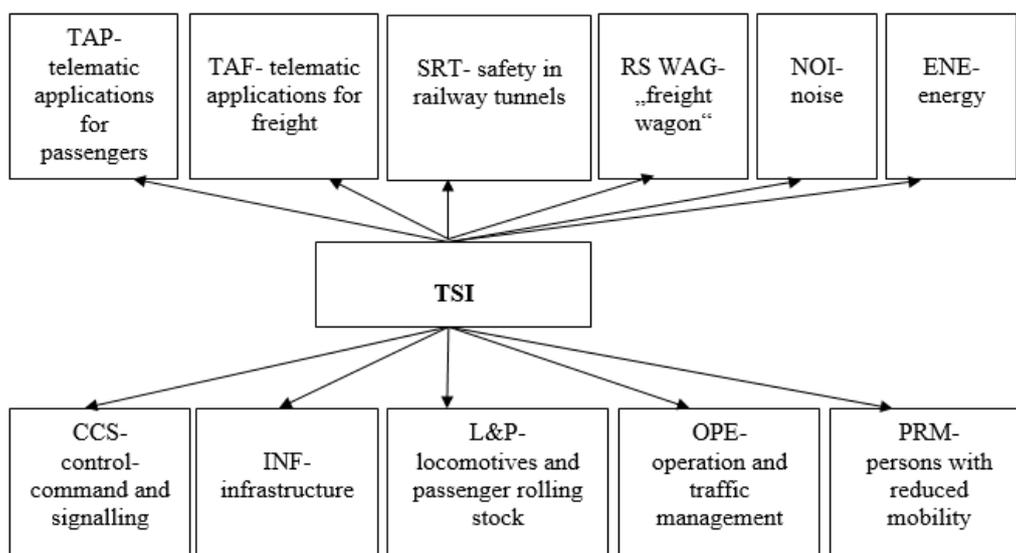
Commission regulation 1300/2014 dated 18 November 2014 on the technical specifications for interoperability relating to the accessibility of the Union railway system is fully applicable to the tracks within the territorial scope of this TSI, entered into operation as interoperable tracks upon this TSI becoming effective. It includes new, renewed or upgraded railway tracks. This regulation is directly applicable in all member states and directly applicable by all involved. The SR makes an effort to apply individual TSIs to the highest possible degree and respects their superiority with respect to domestic legislation.

In relation to the provision of the interoperability of the railway system, the SR is bound by the application of Regulation of the EP and Council (EU) No. 1315/2013 on the Union guidelines for development of trans-European transport network and on the annulment of Resolution No. 661/2010/EU

3.1. Method for development of the national implementation plan

The development of the TSI PRM national implementation plan took into consideration the links to other strategic plans - especially the Strategic plan of the development of transport infrastructure in the SR for 2020 (the so-called Mater Plan), National implementation plan for implementation of the inventory of rail infrastructure in the SR and interconnection between individual national implementation plans is expected as provided for by the legal acts relating to individual TSIs. The plan also considered the provisions and conditions stipulated in the National program for the development of living conditions for persons with a health disability for 2014 - 2020. Legislative acts focused on the particular subsystems (see Fig.2), define the obligation to develop the national implementation plans in the specified time horizon. Their interconnection is expected for this reason. This has been taken into consideration when defining the development method.

Figure 2 List of TSI



The general structure of the national implementation plan was determined in compliance with the available information provided in Commission Directive (EU) No. 1300/2014 dated 18 November 2014 on the technical specification of interoperability related to accessibility of the Union rail system to persons with disabilities and for persons with reduced mobility. This also included the principles of implementation, namely:

- specific issues of risk factors related to the operation of the particular line,
- individual operating and safety components of the particular line,
- whether or not the implementation of the particular element should apply to all trains on the particular line.
- whether the implementation of the particular element applies only to specific lines and whether it applies to all TEN lines.
- consideration of the relation to other TSI.

General structure of the national implementation plan

1. Context

- basic information (facts and figures, technical data on the subsystem),
- legislative background,
- methods for elaboration of the national implementation plan (e.g. links to other subsystems or interface with national implementation plan).

2. Current situation

- overview of the status in SR (within the subsystem),
- overview of the status in SR (operational rules),

3. Definition of a strategy

- criteria according to which subsystems are treated in the plan (in line with the principles defined in Directive 2011/314/EU),
- template.

4. Technical and operational means

- extent of upgrade and renewal,
- deployment of operational measures.

5. Financing

- cross-references to contract agreements (Article 30 of Directive 2012/34/EU),
- other resources.

6. Follow-up and feedback

- inventory of assets (or update) and comparison with other objectives,
- update of the plan (if any),

3.2. Definition of a strategy

The procedure for the upgrade and renewal of the rail lines should be based on the strategic goals adopted in the SR (e.g. Strategic plan for development of transport infrastructure of SR until 2020) and obligations arising from European legislation and international agreements. SR, in accordance with the TSI PRM, has submitted the list of such international agreements as well as domestic legislation relating to transportation to the European Committee. The following legal acts were announced as part of the domestic legislation:

- Act No. 513/2009 Coll. on railways and on changes and amendments to certain acts.
- Act No. 514/2009 Coll. on railway traffic,
- Notice No. 350/2010 Coll. on structural and technical regulation on railways,
- Notice No. 351/2010 Coll. on operating rules of railways,
- Z 1 Rules of railway operation.

Additional technical regulations are provided in the reference document of SR, the elaboration and updating of which is the responsibility of the Slovak safety authority - Office of transportation. The national implementation plan is expected to be applied even in parts, in line with the upgrade of railways.

When defining the strategy, it will be necessary to consider:

- links to other subsystems ("traffic operation and management", "railway rolling stock", "infrastructure"),
- questions of human factors in relation to the UN convention on the rights of persons with disabilities,
- all safety and operating elements,

- whether implementation should apply to all lines and vehicles or only to certain vehicles,
- whether new subsystems will be put in operation or whether an upgrade or renewal of the existing subsystems will be performed and to what extent.

The direction of development in the area of railway sector is based on the Strategic development of the transportation infrastructure in the SR for 2020, Strategy of development of public passenger and non-motorized transportation for 2020 and also in obligations arising from the European legislation and international agreements.

Considering the transport policy and the current status in the area of rail transport, the following visions for railway transport have been defined in the Strategic Plan for Development of Transport Infrastructure in the SR for 2020 (see table No.2).

Table2 Visions

Vision number (VZ)	Vision
VZ 1	Balance between transportation supply and demand
VZ 2	Balance between infrastructure supply and demand
VZ 3	Development of the conditions for the proper operation of railways

Source: (2)

These visions will be implemented through the fulfilment of the partial strategic objectives specified in table No.3. These objectives were defined to provide for the required level of rail transportation and to achieve a competitive position on the domestic market and must be taken into consideration in the implementation plan.

Table 3 Strategic objectives

Strategic objective number	Strategic objective
SC 1	High quality and competitive passenger rail transport
SC 2	High quality and competitive cargo rail transport
SC 3	Modern and safe railway infrastructure
SC 4	Effective organization and planning of railway development
SC 5	Economically sustainable railways

Source: (2)

One of the main tasks of the implementation plan is to determine the options for improvement of the current situation not only in passenger transport but also in access to public rail transport. The objective is to avoid an unreasonable increase of the requirements imposed upon railways and infrastructure managers, but at the same time to provide persons with health disabilities with a better and higher quality life and access to public transport.

The plan included so-called templates, providing an overview of the implementation of the individual provisions defined in the TSI PRM. This was sent to the involved subjects, such

as carriers, infrastructure managers, ticket vendors, etc. for completion. Completed templates from individual organizations can be found in Appendix No.2.

4. Current condition of the subsystem

Every carrier and infrastructure manager must provide for the conditions enabling access to infrastructure and railway rolling stock to persons with any kind of disability. In accordance with the liberalization of the transport market, each carrier offering transport services, having complied with the legal requirements, is allowed to pursue business opportunities in railway transport. Therefore, there are several passenger carriers in the SR such as Arriva vlaky, s.r.o.; Leo Express, a. s.; RegioJet, a. s.; ZSSK and Wagon Service Travel, s. r. o. The railway infrastructure is managed by Slovak Railways.

The purpose of this section is to present a brief overview of the current condition with respect to accessibility of the Union railway system to persons with a medical disability and to persons with reduced mobility and its characteristics in the SR.

4.1. Overview of the condition of the subsystem in Slovakia

The railway infrastructure of the SR is generally characterized by the high density of the track network, but low track speed on individual tracks, mainly due to the age of the infrastructure. SR is attempting to comply with the requirements for fixed facilities required to achieve interoperability and which are necessary to ensure accessibility to persons with a health disability and for persons with reduced mobility, thus fully respecting the TSI PRM.

The railway companies and ŽSR as the manager of the infrastructure, in compliance with TSI PRM, shall make sure that the stations, platforms, trains and other facilities are accessible to persons with health disabilities and to persons with reduced mobility.

Železnice Slovenskej republiky (Slovak Railways)

ŽSR as the manager of the infrastructure owned by the state, take responsibility for its maintenance in an operable condition. They are also responsible for ensuring that the upgraded, renewed or refurbished infrastructure complies with the interoperability requirements.

Overview of the location of regional headquarters with respect to the number of lifts (lifting platforms) - see Table 4.

Table 4 Classification of ŽST according to OR with respect to the number of lifting platforms

Serial No.	OR	Railway station name	Number of lifts	Functionality and usability
1	OR Žilina	Žilina	2	Yes; 1 st platform
				Yes; 1 st platform
2	OR Zvolen	Banská Bystrica	1	Yes; 1 st platform
3	OR Zvolen	Turčianske Teplice	2	Yes; 1 st platform
				Yes; 2 nd platform
4	OR Zvolen	Zvolen	2	Yes; 1 st , 2 nd , 3 rd and 4 th platform
5	OR Košice	Čierna nad Tisou	1	Yes
6	OR Košice	Košice	2	Yes; 1 st platform
				Yes; 2 nd platform
7	OR Košice	History	1	Yes; 1 st platform

8	OR Košice	Poprad-Tatry	2	Yes; 1 st platform
				Yes; 2 nd platform
9	OR Košice	Prešov	1	Yes, on working days 6:00 am - 6:00 pm; 1 st platform
10	OR Trnava	Bratislava main station	2	Yes; 1 st platform
11	OR Trnava	Bratislava Nové Mesto	1	Yes; 1 st platform
12	OR Trnava	Bratislava-Petržalka	1	Yes; 1 st platform
13	OR Trnava	Devínska Nová Ves	1	Yes; 1 st platform
14	OR Trnava	Leopoldov	1	Yes; 1 st , 2 nd and 3 rd platform
15	OR Trnava	Nové Mesto nad Váhom	1	Yes; 1. platform
16	OR Trnava	Partizánske	1	Yes, on working days 6:00 - 18:00; platform
17	OR Trnava	Piešťany	1	Yes; 1. platform
18	OR Trnava	Prievidza	1	yes; platform on track No. 1 and 4
19	OR Trnava	Štúrovo	1	Yes; 2 nd platform
20	OR Trnava	Trnava	2	Yes; 1 st platform
				Yes; 2 nd platform

For easier access for passengers with reduced mobility to passenger trains, ŽSR publishes on their web site a list of ŽST (railway stations) equipped with facilities for ZPO/OZP and access ways. This list is categorized by regional headquarters - Trnava, Žilina, Zvolen, Košice.

Table 5 ŽST and stops with PRM access

ŽST	Number
ZPO/OZP access to trains	201
Stop	Number
ZPO/OZP access to trains	325
Total	526

From table No.5 it is apparent that 526 railway stations and stops enable train access for persons with a health disability or reduced mobility. Figure 3 shows one of the stair lifts available to ZPO/OZP.

Figure 3 Staircase lift



In the period of 2012-2015, ŽSR, in cooperation with ZSSK, completed a project of implementation of 45 mobile lifts (lifting platforms) at 39 ŽST, co-financed from EU funds. The objective of this project is to improve the accessibility of services to persons with a health disability in the area of comprehensive access and assistance on a non-discriminatory basis. Together with purchasing the lifts, the necessary structural adaptations were carried out at 19 ŽST where these lifts were installed, in order to enable access for immobile passengers to the services (toilet for disabled, larger entrance door, ramps, adaptation of platforms, etc.).

Over the period of 2014-2016, the lifting platforms were used a total of 283 times at eight ŽST. For detailed information on their use, see table No.6. It is however necessary to point out the fact that information is not available for all ŽST for the entire period of their operation.

Table 6 Utilization of lifts

Railway station name	Number of lifts	Number of platforms with lifts	Number of uses in years		
			2014	2015	2016
Žilina	2	2	0	3	14
Banská Bystrica	2	1	2	1	2
Košice	2	2	60		
Poprad-Tatry	2	2	0	0	16
Bratislava main station	2	1	152		
Bratislava-Petržalka	1	1	5		
Nové Mesto nad Váhom	1	1	4		
Piešťany	1	1	12		
Trnava	2	2	12		

The number of purchased lifts for individual railway stations was based on the number of passengers and the number of trains using the particular railway stations. With the use of the existing facilities, it is possible for a train that usually arrives at a platform without a lift, to be re-routed to a platform with a lift on a day when the transport of an immobile passenger is announced. This means a different platform than the one commonly used.

ŽSR is also involved in the Eurokľúč (Eurokey) project, implemented by OZ Bez bariéry - National platform against barriers. Eurokľúč (Eurokey) is a universal key distributed exclusively to persons with a health disability, used to unlock the toilets intended for persons

with chronic health disabilities and for immobile persons at railway stations. This should simplify access to toilets for persons with a health disability and to lifting facilities, as they will not be required to look for the staff to open it for them. Currently there are 41 ŽST adapted for immobile passengers. Additional ŽST are being gradually adapted for the purposes of immobile passengers as part of the upgrade of the railway tracks. The Eurokey system can also be installed on lifting platforms and lifts for people with disabilities, so that they don't need to wait for the staff. This system is commonly used in EU states.

Assistance for people with a visual impairment is also offered. This assistance is also offered at railway stations and train stops based on an agreement between the carrier and ŽSR. Passengers with a visual impairment may request the carrier to provide the assistance service provided by the carrier in cooperation with ŽSR. At present, the information for disabled persons is provided at selected stations and train stops also using voice information systems.

Železničná spoločnosť Slovensko, a. s.

ZSSK provides the transport of persons with disabilities in selected trains with wagons with specifically designed compartments for disabled persons or wagons with hydraulic lifting platforms. Fig. 4 and 5 show wagons with lifting platforms (upon special request, ZSSK will use a special wagon with a lifting platform in other trains as well).

Figure4 Bdgmeer wagon with a lifting platform



Figure5 Bdgsheer wagon with a hydraulic lifting platform



ZSSK included new wagons in the passenger trains used for long-distance and regional transport, equipped with equipment enabling the transport of disabled persons. These especially include wide doors and a floor height enabling boarding without a ramp/platform from the platform level at a height of 550 mm, space for wheelchairs, fitted with special platforms for the boarding and exiting of passengers, barrier-free toilets, control elements in trains (such as door opening, first aid buttons, etc.) adapted for the blind, inscribed with Braille. A list of wagons and units available to ZSSK can be found in Appendix No.5 and 6.

Information on the availability of services for persons with a health disability and persons with reduced mobility is published by ZSSK in their time-tables, transport regulations and on information bulletin boards at each ŽST. In unmanned ŽST, announcements are posted on the nearest ŽST with boarding assistance for ZPO/OZP. The information can be found online

on the carrier's web site www.slovakrail.sk. Transport needs to be ordered by telephone or at the ticket counter at least 24 hours in advance. Before travel, it is necessary to arrive at least 30 minutes ahead of the scheduled departure of the train and report to the authorized staff of ZSSK.

In accordance with the Directive of the EP and Council No. 1371/2007 on the rights and obligations of passengers in railway transport, assistance is provided subject to the condition that the person with a health disability or with reduced mobility arrives at the specified location at the time pre-determined by the railway company or station manager who offers such assistance. This agreed time must not be more than 60 minutes before the posted time of departure or time of registration of all passengers. If no time was specified for a person with a disability or reduced mobility to arrive at the location, such a person will arrive at the specified location no later than 30 minutes before the posted time of departure or time of registration for all passengers.

In its strategy for the upgrading of the vehicle fleet, the ZSSK has integrated the access to its low-height wagons and trains, therefore expanding the entrance door to wagons with a minimum open-door width of 1,300 mm, to enable problem-free access for passengers in a wheelchair.

Figure6 Type PP series 951- platform



Figure7 DMJ series 861



Figure8 Mobile platform



Figure9 DMJ series 861 interior



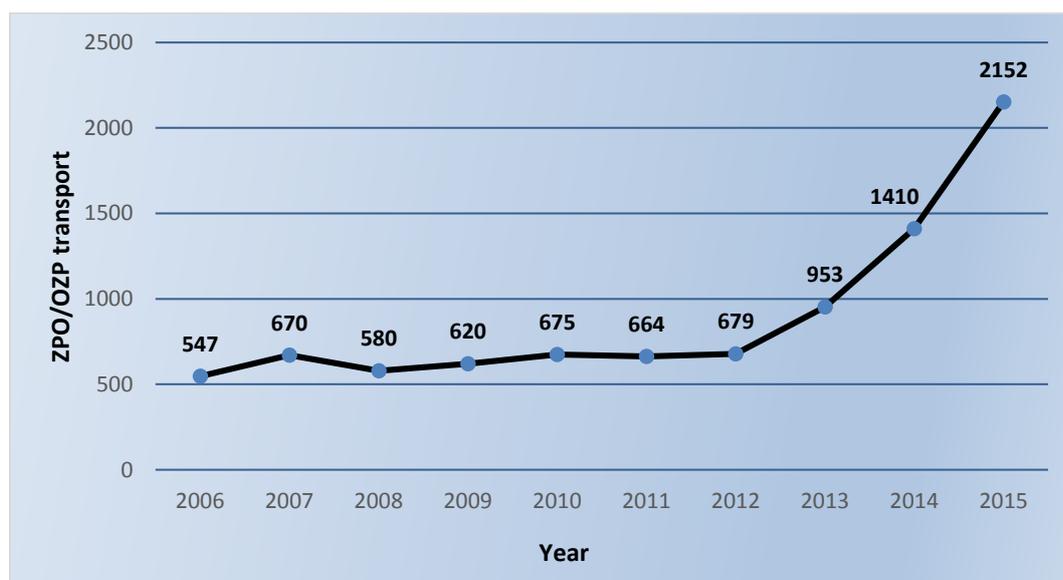
Through the implemented technical and organizational measures, the ZSSK continues to improve the conditions for immobile passengers, including monitoring of the monthly numbers of transported persons with a health disability or reduced mobility. For trends in passenger numbers, see table No.7.

Table 7 Passenger statistics - ZPO / OZP

	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	Total
2006	38	49	36	37	37	53	43	49	43	58	57	47	547
2007	60	56	54	60	100	47	44	59	70	50	27	43	670
2008	34	29	50	46	44	55	50	59	49	72	43	49	580
2009	48	51	53	50	40	64	60	50	52	43	52	57	620
2010	40	47	59	56	56	93	65	56	49	60	48	46	675
2011	54	40	59	47	45	75	65	72	44	55	50	58	664
2012	49	41	36	43	49	61	63	73	77	68	54	65	679
2013	41	21	58	58	88	108	73	145	112	103	67	79	953
2014	65	82	86	106	109	170	130	181	113	134	131	103	1410
2015	100	101	125	155	198	215	248	252	221	190	170	177	2152
2016	99	122	151	152	221	253	310	0	0	0	0	0	1308

From the table, it is apparent that the demand for transport of ZPO/OZP is increasing each year. Significant attention is devoted to the integration of such persons into everyday life and to the improvement of the quality of the services provided. The increasing trend of passenger numbers can be seen in Fig. 10.

Figure 10 Number of transported ZPO/OZP



The graph shows the number of transported passengers per year. The statistics considered the summary values for the period of 2006 - 2015 - as the year 2016 has not ended yet. However, based on the data in table No.6, it is already possible to deduce that the number of transported ZPO/OZP is growing from month to month in 2016, compared to the same months in the previous years.

ZSSK currently owns wagons (units) fitted with equipment and marking for visually impaired passengers in various versions. The scope is determined by the applicable laws at the time of manufacture of the wagons and units, or when they were refurbished and licensed. This involves the following series.

At present, the ZSSK uses the following measures in individual wagons and trains:

Tactile marking (Braille), Tactile controls (relief buttons): Bdteer, Bdgteer, Bdghmeer, Ampeer, Bmpeer, Bdmpeer, DMJ 861, Push – Pull 951-051, EPJ 671-071-971;

1. **Acoustic entrance door signals:** Bdteer, Bdgteer, Bdghmeer, Ampeer, Bmpeer, Bdmpeer, DMJ 861, Push – Pull 951-051, EPJ 671-071-971;
2. **System for blind persons:** Bdteer from number 239;
3. **Visual information - pictograms (contrast):** Bdteer, Bdgteer, Bdghmeer, Ampeer, Bmpeer, Bdmpeer, DMJ 861, Push – Pull 951-051, EPJ 671-071-971 and older refurbished wagons;
4. **Information system - voice announcements** – this is a system installed in Bdghmeer wagons (so-called OAIS), with recorded voice announcements. A wagon with this system will enable voice announcements for the entire train, i.e. the station of origin, intermediate stations, destination station (including English language).

Figure 11 Braille inscriptions I



Figure 12 Braille inscriptions II



Figure 13 Braille inscriptions III



Figure 14 Braille inscriptions IV



Figure 15 Braille inscriptions V



Železničná spoločnosť Slovensko, subject to the best availability, uses wagons for the transport of persons with a disability in speed trains and long-distance trains, and there are also different discounts available to these passengers. Figures 11 - 15 show the identification of individual parts and facilities in wagons using Braille letters. In the future, the wagons should be fitted with a system for vision impaired persons.

Arriva vlaky, s. r. o.

In addition to motor train 642 (Desiro Classic), Arriva's fleet includes diesel-motor units 845 used for long-distance travel, such as the express train Trenčín - Prague. These diesel-motor units have an upgraded interior.

The carrier offers assistance to ZPO/OZP in accordance with the applicable legal regulations, especially the (EC) Regulation No. 1371/2007 on rail passengers' rights. Assistance is provided on the basis of prior notice, at least 48 hours in advance.

LEO Express, a. s.

For simple passenger commuting, the barrier-free transport HELPDRIVER can be used. This is a service for persons in wheelchairs and for seniors. The passengers can get on/off the train with their wheelchair at ŽST Košice, Poprad - Tatry and Kysak.

Figure 16 Access ramp



Figure 17 Transport of immobile passengers



LEO Express, a.s. trains are adapted for the transport of immobile passengers using low-height wagons with 2 places for a wheelchair with a functional parking brake in Economy class. The passengers are required to provide notice of their travel at least 24 hours prior to the regular

departure of the train – using the Call centre or one of the ticket counters. Assistance during boarding/exiting is provided free of charge.

RegioJet, a. s.

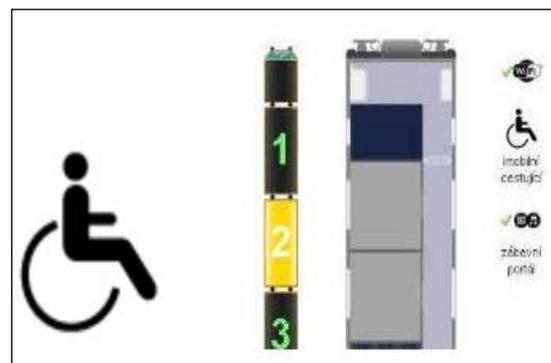
Passenger trains operating on the route between Bratislava and Komárno have a low-floor design, adapted for use by persons with reduced mobility and persons in wheelchairs. The staff of RegioJet offer their assistance with boarding/exiting, transport to the platform and the safety of passengers throughout the duration of the journey.

IC trains are fitted with mobile access ramps (see fig. 18) for safe and comfortable boarding of passengers in wheelchairs. At the time of reservation, immobile passengers order the boarding/exiting platform. This can be done online, by telephone or at ticketing locations at least 24 hours in advance. The staff will prepare the mobile platform and help passengers safely and comfortably board the train. All trains on the routes Praha - Ostrava - Žilina - Košice, Zvolen - Banská Bystrica - Martin - Praha and also Bratislava – Žilina - Košice are fitted with mobile access platforms for the safe and comfortable boarding of passengers in wheelchairs. If necessary, mobile platforms fitted at most stations in Slovakia where RegioJet stops, can be used in cooperation with ŽSR.

Figure18 Mobile access platform



Figure19 Identification in the reservation system



It is essential to implement the requirements defined in TSI PRM and in the SR. This is emphasized in the case of both state and private carriers. The objective is to ensure an adequate level of travel, including for persons with limited mobility or a health disability.

4.2. Overview of the subsystem status - operational rules

The operating regulations of the ŽSR, as well as the domestic laws of the SR are in compliance with the rules arising from EU Council Regulation No. 1300/2014. The objective is to ensure the implementation of TSI PRM to the highest possible degree, as well as the elimination or upgrading of domestic regulations in accordance with newly adopted technical specifications for interoperability. ZSSK, as the national carrier, attempts to respect the provisions of European laws to the maximum possible degree. These are reflected in the carrier's operating regulations and further details are provided for by the technical standards of the railways (TNZ).

Long-term priorities in upgrading the transport infrastructure in the SR include the elimination of barriers, reduction of risks endangering passengers, expansion of information channels and improving the accessibility of auxiliary services related to transport. In practice,

this means that the following measures are adopted in upgrading and building of new infrastructure:

- barrier-free elevated access to platforms and buildings of railway stations (ramps, lifts, staircase lifts, enlargement and automation of access doors and modification of accessways for wheelchair purposes),
- identification of access routes for immobile persons in the buildings of ŽST and on platforms,
- voice and visual information systems (information panels, PA systems in the building and platforms of the ŽST),
- measures aimed at persons with visual impairment (guiding lanes on accessways and platforms, identification of control elements using Braille inscriptions, illumination),
- access for disabled persons to sanitary facilities (special design of toilets for wheelchair access),
- access for disabled persons to commercial and service facilities at ŽST (ticketing counters, restaurants and waiting rooms).

In case of railway rolling stock, the priority is to implement the following measures:

- fitting of the rolling stock with lifting platforms, ramps and special areas for wheelchairs,
- reservation and marking of places within wagons, specifically reserved for persons with a health disability and disabled in wheelchairs,
- purchasing of new rolling stock with barrier-free, low-level access from standard platforms (low-floor wagons),
- installation of toilets for disabled persons in rolling stock,
- identification of control elements in wagons using Braille letters,
- voice and graphic information systems,
- assistance information system for disabled persons in train units (reporting to the train crew).

In principle, there is no major difference in the conditions and accessibility of the public transport to persons with physical disability between urban centres and the countryside. The restrictions are based only on the availability of the particular public transport system in the particular region (e.g. railway routes, tram routes, ports and airport) and the ordered quantity of transport in the public interest (number of lines serving the particular destination). The basic transport services for persons with a physical disability of a local nature is provided in case of the decentralization of the public administration by the local municipality (according to their technical and financial possibilities) using their own vehicles, or in cooperation with third parties (contract with auto-carriers and taxi services, financial funding, etc.). Special economic-administrative measures include:

- general conditions for transport of persons with physical disabilities are provided for by the laws of the EU and SR (in the area of rail transport, this is mainly EP and Council Regulation No. 1371/2007 on rail passengers' rights and obligations, chapter V, article 19-25 and additional linked internal regulations),
- specific rates for disabled persons, established by contracts for transport services in the public interest,
- detailed rates for disabled persons or assisting persons including the related obligations are defined and published by the party ordering the service in the public interest (city, VÚC, MDVRR SR or other ordering party).

5. Technical and operational means

The main objective is to provide for modern, interoperable, safe, effective, accessible and environmentally favourable railway infrastructure and railway rolling stock. One of the objectives is to increase its use by public passenger transport (including the utilization by persons with a health disability). Due to the existing unfavourable condition of the infrastructure and vehicle fleet, this objective may only be satisfied through a comprehensive upgrading and renewal, with an emphasis on ensuring safety.

5.1. Extent of upgrading and renewal

The upgrading of the railway infrastructure in the SR is almost exclusively funded by the EU. Horizontal priorities - equal opportunity is assessed and subsequently monitored as part of each project selection and approval. In practice, this involves the monitoring of progress in defined indicators, specifically:

- number of barrier-free accesses to buildings and platforms,
- number of lifts for disabled persons, voice and visual information systems,
- fitting of accessways and platforms with guiding elements for the blind, number of adopted barrier-free toilets accessible to persons in wheelchairs,
- number of lifting platforms,
- description of the control elements in Braille, etc.

ŽSR, as the manager of the infrastructure, attempts to provide for voice information, tactile orientation on accessways, integration of control elements, etc.

In respect to providing access for persons with reduced mobility and orientation, the upgrading of the railway infrastructure in Bratislava and Košice is focused on the elimination of barriers for wheelchair access, when accessing stops (platforms) from walkways and roads, illumination of platforms, identification of access for persons with a visual disability, equipment of the stops with graphic information systems, etc.

In 2014, as part of the upgrading of the railway infrastructure, the final stage of the implementation of Operational Programme Transport for 2007-2013 was completed. Investment projects were implemented in the previous year in the total amount of EUR 277.111 million (in 2013 - EUR 325.4 million) focused on the upgrade of the railway infrastructure. Investments involved the upgraded components of the railway infrastructure, specifically:

- railway stations,
- permanent way and subbase,
- traction mains,
- safety system,
- construction of railway bridges, etc.

Major investment projects in the period of 2014 and 2015 in relation to TSI PRM include:

- the upgrade of railway tracks on the route from Nové Mesto n. Váhom – Púchov (Zlatovce – Trenčianska Teplá, Trenčianska Teplá – Ilava – Beluša, Beluša – Púchov),
- the upgrade of railway tracks on the route from Púchov – Žilina (section Púchov- Považská Teplá, Považská Teplá – Dolný Hričov, Dolný Hričov – Žilina).

As part of these activities, the requirements of the previous TSI PRM were implemented (Council decision No. 2008/164/EU).

In accordance with MDPT SR No. 350/2010, Section 75 par. 1, railway stations built before 15 September 2010 will be upgraded according to Section 9 par. 7 during the next reconstruction or upgrade project, no later than by 2030.

Wording of Section 75 par. 1

Railway stations built before 15 September 2010 will be upgraded according to Section 9 par. 7 during the next reconstruction or upgrade project, no later than by 2030.

Wording of Section 9 par. 7

Passenger access to platforms can be at track level or through under or overpass access. Upgraded and refurbished platforms are designed with separated grade access with a height of the boarding edge at 550 mm above the connecting line of the crowns of the railway tracks, in justified cases at least 300 mm above the connecting line of the crowns of railway tracks. The platforms will be marked with safety and orientation marking for persons with limited mobility and orientation.

The upgrade of the railway infrastructure is being provided for through the final stage of the implementation of projects funded from the Operational Programme Transport for the period of 2007 - 2013 and the Operational Programme Integrated Infrastructure 2014 – 2020 (the „OPII“). Investments in transport infrastructure within OPII should be directed to the integration of individual types of transport and building of quality infrastructure – the continued upgrading of the TEN-T Core Network, in compliance with the Regulation of EP and Council No. 1315/2013.

Table 8 TEN - T segments

TEN-T core network (hlavná sieť)	TEN-T comprehensive network (súhrnná sieť)
<ul style="list-style-type: none">• Bratislava – Kúty – št. hr. SK/CZ	<ul style="list-style-type: none">• Púchov – Lúky pod Makytou – št. hr. SK/CZ
<ul style="list-style-type: none">• Nové Mesto nad Váhom – Žilina	<ul style="list-style-type: none">• Čadca – št. hr. SK/CZ
<ul style="list-style-type: none">• Žilina – Košice	<ul style="list-style-type: none">• Bratislava – Nové Zámky – Štúrovo – št. hr. SK/HU
<ul style="list-style-type: none">• Košice – Čierna nad Tisou – št. hr. SK/UA	<ul style="list-style-type: none">• Košice – Čaňa – št. hr. SK/HU
<ul style="list-style-type: none">• Žilina – Čadca – Skalité – št. hr. SK/PL	

Source: (2)

One of the priorities of the upgrading and renewal of railway tracks is the provision of interoperability of the European railway system according to the requirements specified in the applicable legislation.

A works contract was signed in 2014 for the „*Project for the provision of the access for persons with restricted mobility to services in passenger rail transport*“, including the essential upgrades of ŽST, where the more extensive upgrades have not been performed. The project involved the preparation of the project documentation for building permit purposes - at the level of Detailed Design documentation. The purpose of the construction work is to create conditions for the use of lifting, for the lifting of passengers from the railway station platforms to the railway wagon. The project was implemented in two stages. The first stage involved the structural modifications, i.e. installation of passageways, identification of accessways using pictograms, reconstruction of sanitary facilities, etc. Mobile platforms were supplied in the next stage. The construction modifications were performed at 19 railway stations (see table No 8). Upgrades at ŽST were performed based on a local assessment of the situation that resulted in

the determination of the essential structural modifications. A varying scope of structural modifications was performed at each ŽST, as necessary, specifically:

- installation and marking of accessways for persons with limited mobility,
- installation of ramps,
- installation of passages through tracks,
- installation of areas for the installation of lifting platforms,
- installation of staircase lifts,
- reconstruction of cabin lifts,
- installation or reconstruction of toilets for persons with restricted mobility (all toilets to be fitted with the new European system, the so-called "Euro-key"),
- minor structural modifications and the reconstruction of the building doors, platform surface, etc.,
- installation and marking of the information system and safe accessways and routes,
- removal of unevenness (e.g. differences between grades exceeding 2 cm) to a maximum possible degree, using ramps.
- installation of systems for the blind, etc.

Table 9 List of ŽST involved in the structural upgrades

Regional headquarters	Name of ŽST
Trnava	Kúty
	Bratislava hl. stanica
	Leopoldov
	Nitra
	Šurany
	Štúrovo
Zvolen	Banská Bystrica
	Zvolen
Žilina	Považská Bystrica
	Žilina
	Čadca
	Kraľovany
	Ružomberok
	Liptovský Mikuláš
Košice	Štrba
	History
	Prešov
	Michalovce
	Čierna nad Tisou

Another project is the „*Implementation of standards in selected railway stations*“, the purpose of which is to increase the level of train travel in line with the upgrade of the ŽSR railway track network.

As part of the upgrade of the rolling stock fleet financed from the Operational Programme Transport for 2007-2013, new rolling stock vehicles for passenger transport were

purchased, complying with the requirements of TSI PRM. Together with the rest of the infrastructure projects, the proposed projects within OPII should create conditions for the integration of individual types of transport.

5.2. Deployment of operational measures

Two basic conditions are respected in the SR. The first requirement is for the upgrading of the railway tracks (especially corridor) to respect the provisions of TSI PRM to the maximum possible extent. The second requirement is related to the rolling stock. The vehicles entering the interoperable infrastructure and used for passenger transport, should be subject to approval in accordance with TSI PRM. This requirement especially applies to the approval of new vehicles (alternatively upgraded vehicles).

5.3. Proposal for improvement

One of the tasks of the national implementation plan is to define the options on how to improve the current situation and provide better life and travel conditions for persons with health disabilities.

The development of the national implementation plan was based on individual provisions of TSI PRM and analysis was performed with respect to the extent of elaboration of the requirements for access of ZPO/OZP to individual subsystems. It is apparent that the requirements for access of ZPO/OZP to railway transport in the Committee Regulation (EU) No 1300/2014 are elaborated in detail, and their gradual implementation will result in ZPO/OZP having access to all parts of the station as well as to the trains virtually without the need for outside assistance. However, the national implementation plans for ZOP/OZP access to the railway system may be subject to unforeseeable changes, since the technology is continuously under development and each country supports modernization and innovative solutions. Therefore, the member states should continue to submit the information if the refurbished or upgraded system is placed into operation and a new approval for operation is required. When adopting innovative solutions, their implementation should be subject to certain conditions. The manufacturers or their authorised representative should explain how the innovation deviates from the relevant section of the TSI. Innovative solutions should be examined by the Commission. If the assessment is positive, EUAR shall define the appropriate functional and interface specifications for the innovative solutions and draw up the appropriate methods of assessment.

Upon consideration, the following proposals for improving the current situation were drawn up:

1. professional qualification,
2. lifts to platforms.

These proposals are merely a way to improve the conditions of travel for EJP/OZP and their introduction is considered only in cases where it is possible and in accordance with the financial possibilities. One of the appropriate ways to support innovation is the increased financial support by the EU.

Professional qualification:

TSI PRM sets out requirements for the technical competence of the personnel performing the tasks involved in escorting in trains, the provision of services and assistance for passengers at the station and the role of ticket sales so that they have sufficient information on disability and equality, including the specific needs of disabled persons and persons with reduced mobility (Commission Regulation (EU) No 1300/2014).

Persons with reduced mobility travelling unaccompanied by other persons are provided with assistance by the staff of the carrier. Specifically, this includes assistance for persons boarding the train with a wheelchair. Assistance services provided to these persons may be provided by train conductors, who need to be informed about the specific needs of all EJP/OZP and must also be trained in the operation of equipment for the boarding/exiting of disabled passengers. It is not necessary for the carrier to employ new employees who would be professionally qualified to provide these services. The specification that could expand the professional qualification of the staff is related to providing assistance to persons with a hearing disability. All graphic information about the time of departure, arrival and train delays, which must be made public in a visible place in the station and information on the destination and next stop in the train is essential for these people to be able to travel independently. However, various unexpected situations may arise, where the passenger needs to ask something or needs assistance with something and the provided graphic information is no longer sufficient. TSI PRM provides for the solution of such situations not only at train stations - namely, for each train station to have at least one ticket counter and an induction loop is required for the provision of information, to facilitate communication with persons with a hearing impairment. However, the situation in the train is more difficult as the passenger does not have the means to communicate with the train crew. In this case, disabled passengers are in a much more difficult situation compared to a healthy person. One of the solutions to such a situation could involve the selected conductors or other train personnel to attend sign language training at least on a basic level to enable their communication with passengers with a hearing impairment, if necessary. These passengers would then be deployed in trains in accordance with the notification of transport of such a disabled person.

In order to improve the current situation, one of the options is also an escorting service for people with visual impairment, including the training of selected personnel in this area. This staff would also be deployed in accordance with the pre-notified transport of such a disabled person.

Lifts for platforms

Each railway station and stop should be equipped with barrier-free access for disabled passengers to the platform, which - according to TSI PRM - means that there should be escalators, staircase lifts or ramps. These facilities, however, are only intended for persons who use a wheelchair. Persons, capable of mobility without the use of a wheelchair, but having problems with mobility, such as senior persons, are required to use the stairs, which is quite demanding. Subsequently it is necessary to offer solutions to prevent misuse, abuse, damage, vandalism, etc.

One of the major problems for passengers with limited mobility is to access the platform. Therefore, one of the appropriate solutions could involve the installation of lifts where possible and justified. This should result in improved conditions not only for persons in wheelchairs but also for persons with reduced mobility. However, it is not always practical to install a lift at every station/stop, as this would result in increased costs. Therefore, the lifts should be installed only at stations and stops with higher passenger volumes. It is necessary to perform the analysis of ZPO/OZP passenger volumes at individual stations/stops and determine the need for its installation accordingly.

Lifting platforms

One of the possibilities for the elimination of structural barriers is to install lifting platforms where possible. As the use of powered wheelchairs is growing rapidly, it is necessary to make sure that the platforms have a sufficient loading capacity to be able to also provide this

service to persons with wheelchairs with increased weight due to batteries, weighing dozens of kilograms. Of course, the lifting platforms could be operated using the Eurokey access system, which is universally used in the EU not only for access to toilets, but also for:

- lifting platforms and elevators,
- parking access (ramp at parking, where the disabled persons are relieved of parking charges thanks to the use of the Eurokey system),
- traffic lights,
- calling for assistance of information service in case of need, through the use of locked panels to prevent vandalism.

Solutions aimed at the reduction of costs

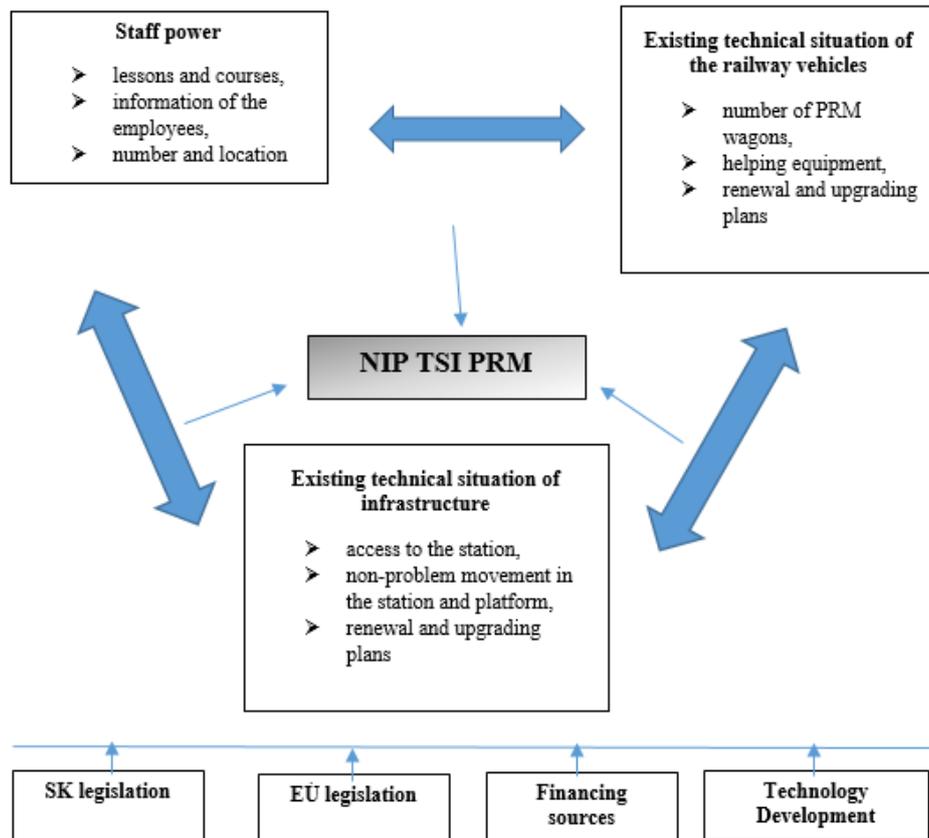
One of the suitable solutions is the consideration and implementation of measures that enable the use of the technical facilities not only by ZPO/OZP but also by passengers with child trolleys or passengers with bicycles. Such a combination of solutions could form a basis for an access system that could be effectively used in favour of the passengers, simultaneously ensuring cost saving measures in relation to the elimination of barriers. This also involves the marking of accessways to and from platforms, so that they can be used by passengers with a child trolley as well as bicyclists.

Measures for the visually impaired

Subject to availability, the installation of self-service voice-controlled ticketing terminals is proposed, or voice-controlled information terminals with information on train schedules, etc.

A synergic effect could be used to increase the technical and economic benefits of the proposed solutions, showing the links between individual indicators (see fig. 20).

Figure20 Synergic effect - proposal



Staff

Training and information for the staff on the need and assistance for ZPO/OZP and their deployment in individual trains and train stations. These should especially include the fundamental awareness of the personnel and train crews in relation to the provision of first aid in the following areas:

- injuries of locomotor apparatus,
- problems associated with diabetes mellitus, as follows:
 - hypoglycemia,
 - hyperglycemia,
- cardiovascular problems,
- asthma and breathing problems,
- disorders of thermal regulation resulting from a difference between interior and exterior temperatures,
- mental and psychiatric conditions of passengers, especially in case of traffic emergencies.

Technical status of infrastructure

The current equipment of stations for barrier-free access to the station, movement within the station and access to platforms, scope of the planned reconstruction and modernization projects and the number of railway stations with the new assistance facilities. This also includes the technical facilities for communication with persons with limited orientation (sensory impairment).

Technical status of the vehicles

The number of wagons operated by individual carriers, which are adapted for transport of ZPO/OZP, types and number of assistance facilities for passenger boarding/exiting.

Effects:

- better level of quality in relation to provision of services and information,
- improvement of staff qualification,
- improved access to train service.

Risks:

- low utilization of transport services by passengers,
- expending a large amount of funds,
- inadequate technical condition of the infrastructure and rolling stock,
- alternatively, insufficient assistance from staff,
- insufficient awareness,
- lack of willingness on the part of the train crew and ŽST staff to help if necessary.

Financial assessment of the proposal should take into consideration the costs involved in the implementation of the proposed equipment or proposals and to assess the effectiveness of their implementation.

Competencies of VÚC

In the diagram in Figure 20, it is possible to add the options and competencies of the VÚC, as the measures are being implemented within their region and can therefore contribute to the management of the services related to the needs of passengers and their organization. Every technical solution involving certain costs, is provided for the citizens and visitors of the region or city. Therefore, it would be appropriate to consider the possibility of involving the regional government in the provision of services and maintenance of the facilities, alternatively co-financing. This proposal offers an opportunity for regular inspections and maintenance, collaboration on the elimination of defects and the elimination of the current practice.

5.4. Determination of priorities

The objective of the NIP is to analyse the existing status of accessibility for ZPO/OZP. This would involve the definitions of the areas and issues that need to be addressed in order to improve the existing situation and to help individual parties in the implementation of TSI PRM.

Based on NIP to TSI PRM, the following priorities have been established, that need to be addressed in accordance with the financial possibilities in individual periods, specifically:

- upgrades or renewal should aim to ensure:
 - barrier-free access to buildings and platforms,
 - to build, where possible, lifts for ZPO/OZP,
 - to try to provide voice and visual information systems,
 - if possible, provide tactile identification of access ways and controls.
 - when upgrading the vehicle fleet, making sure that the vehicles are fitted either with lifting platforms or access ramps,
 - to promote marking and labelling in Braille,
- to support carriers, an infrastructure manager and other involved parties in the implementation of TSI PRM,

- when making decisions on the installation of facilities for ZPO/OZP, consider the frequency and numbers of passengers at individual ŽST and stops,
- consider the possibility of developing a system of cooperation and coordination of measures with local VÚC, so that it will be in their interest to take care of the facilities, especially in the adjacent areas related to access to the premises of railway companies (e.g. so that the passenger in a wheelchair can get from the tram stop to ŽST),
- consider the development and publication of a brochure entitled "We think about your safe travel, you think about your health", informing about the risks involved in rail travel, the rights and obligations of ZPO/OZP passengers, response to most frequently asked questions by ZPO/OZP passengers in case of a problem.

5.5. Results and outcome of consultations with representative associations of ZPO/OZP

Except for railway companies and the infrastructure manager, the OZ Bez bariéry - National platform against barriers and the Union of the blind and visually impaired of Slovakia are also involved in the development of the national implementation plan. Several objections - see below - were raised based on the public consultations.

In relation to the increased quality of life of the ZOP/OZP with respect to transport by railway companies within the territory of the Slovak Republic and access to passenger rail transport, the following proposals were submitted:

1. *To develop an analysis of ZPO/OZP travel for each station or stop.*

This proposal could be acceptable. One of the available options should be the collaboration of the Ministry of Transport, Construction and Regional Development with railway companies and representative organizations of ZPO/OZP.

2. *When providing substitute bus transport services in case of lock-outs and incidents on railways, it is proposed to provide at least one low-floor bus vehicle marked for ZPO/OZP for this subgroup of passengers.*

This involves proposals for improvement by individual parties on the rail transport market. However, it is necessary to take into consideration, that transport of such passengers should be notified well in advance.

3. *Provision and verification of uniform barrier-free access for ZPO/OZP passengers, to eliminate any barrier and to avoid any partial solutions (e.g. locked lifting platform at toilets with the Eurokey access system).*

For such cases, the staircase lift should be equipped with the Eurokey access system. Figure 21 shows the installation of a staircase lift.

Figure 21 Installation of a staircase lift



4. *Provision of wheelchairs at major train stations in case of a sudden change in a ZPO/OZP passenger's health condition.*

This can be provided in consideration of the financial situation and support from EU and the state.

SR attempts to respect the provisions arising from the European laws and passengers' rights. Individual passenger carriers define their transport conditions in their transport regulations. Within the scope of upgrading the railway infrastructure and modernization of the vehicle fleet, they attempt to improve travelling conditions for this group of passengers. Great emphasis is placed on the implementation of the TSI PRM. The contacts and information are provided by carriers through their contact centres and their web pages. Improvement of the quality of travel will be dependent on the provided funding for these services.

The consultations on the objections with respect to the proposed plan of implementation gave rise to several issues that need to be resolved to ensure practical implementation. It is, however, necessary to take into consideration the possible funding to ensure individual activities and to avoid unnecessary costs incurred by carriers, the manager of the infrastructure and other involved parties. In the end, however, it is possible to conclude that the conditions for travel of ZPO/OZP are constantly being improved and the SR is trying to eliminate barriers to the use of rail transport by disabled persons.

6. Funding and follow-up activities

In the Slovak Republic, the investment costs are funded from various resources. Funding for individual activities in relation to modernization, upgrade and installation of the infrastructure is different in individual organizations.

Železnice Slovenskej republiky (Slovak Railways)

ŽSR is trying to ensure financing as follows:

a) From its own resources

The own resources of ŽSR are used to fund investment projects used for the simple reproduction of assets, such as investments for common operation of the railway infrastructure, for increased safety of railway transport and the travelling public, to increase the culture of travel, to improve the conditions of travel for disabled persons (ZPO/OZP) as well as to eliminate emergency situations on tracks, facilities and buildings of ŽSR, to eliminate speed restrictions and investments in information and telecommunication technology.

b) from external resources:

- funding from the budget of the Slovak Republic,
- funding from EU resources + co-financing from the resources of the Slovak Republic budget,
- funding from ŽSR credit instruments.

Funding from the SR budget, for the modernization and development of the railway track infrastructure, is provided on the basis of a contract on the provision of funding, concluded for the corresponding budget period between ŽSR and DVRR SR. Within the contract, the funding is specifically restricted for particular investment projects. Within the scope of use, it can be said, that the list of the projects includes especially the investment projects related or closely linked to the projects and constructions funded by EU. This is especially funding of expenses related to project documentation, engineering activities, legal aspects of the construction, installation of structural objects and installations and funding of costs not accepted for funding by the EU. Furthermore, the public budget is used to fund investment projects related to the development of the railway infrastructure and the safety of rail transport.

Železničná spoločnosť Slovensko, a. s.

ZSSK provides funding for their activities related to the upgrading and modernization of the railway rolling stock, in order to increase the safety and culture of travel in several ways, specifically:

- a) from the own resources of ZSSK,
- b) from external resources.

The upgrade and modernization of the rolling stock is performed in accordance with the approved business plan of the ZSSK. This is included in the projects involved in the Investment plan of the ZSSK (implementation and mid-term investment plan).

Arriva vlaky, s. r. o.; LEO Express, a. s.; RegioJet, a. s.

As private carriers provide the funding for their activities mainly from their own resources, or from the results of their business activities, they are eligible for various projects funded by the EU.

6.1. Follow-up and feedback

ŽSR manages the assets of the state in accordance with the Act of NRSR No 258/1993 on Slovak Republic Railways. The information related to the network of railway tracks is stored in their information system. Information on the rail network is to be kept in accordance with Commission Decision 2014/880/EU of 26 November 2014 on the common specifications of the register of rail infrastructure and on the repealing of Implementing Decision 2011/633/EU. The infrastructure register in the SR is managed by the Transportation Bureau (address: Letisko M. R. Štefánika, 823 05 Bratislava) which is closely collaborating on ensuring its functionality with ŽSR.

ŽSR is required to develop and maintain the register of their assets and the assets that they manage, taking responsibility for it. Responsibility for the management and administration of immovable and movable property of the state in the custody of ŽSR is with its internal organizational unit, the Centre for asset management (SHM).

The infrastructure manager as well as individual carriers and other organizations keep the register of their assets as well as the inventory, to ensure:

- identification of access barriers,
- provision of information to users,
- monitoring and assessment of the progress in the area of accessibility.

The inventory of assets contains current information on new infrastructure and railway rolling stock and on their upgrades and renewal.

6.2. Plan upgrades

Upgrade of the national implementation plan for TSI PRM will be performed ad hoc, depending on the changes in legislation and according to the requirements related to the changes in methods and amount of funding. The implementation will be provided by the MDVRR SR in collaboration with the involved parties.

Conclusion

The responsible authorities and organizations operating in the transport market are intensively addressing the issue of interoperability, placing great emphasis on it. They attempt to comply with the requirements in this area. Through the transposition and monitoring of the implementation of EU legislation, they are coming towards fulfilment of this objective.

The objective of this material was to provide an overview of the rail infrastructure and vehicle fleet in the SR with emphasis on the improvement of the conditions for EJP/OZP. Furthermore, they will provide information on the methods of funding of the development, upgrade and renewal. During development of the structure of the implementation plan, we have discovered that the SR is taking utmost effort to ensure better conditions for ZPO/OZP through legislative means as well. ŽSR and carriers in Slovakia are complying with the individual requirements of TSI PRM, through gradual upgrades of railway stations and rolling stocks. The drawn-up plan is interconnected with other implementation plans related to the corresponding TSI and also to the Strategic plan for development of transport infrastructure in the SR for 2020.

The plan will be updated on a regular basis, and the Commission and other member states can thus be informed on the progress and changes related to these issues in the SR. The required level was provided for through consultations with several experts in the area.

List of abbreviations

CZE	Central power source
DMJ	Diesel Multiple Units
EMJ	Electric Multiple Units
EP	European Parliament
EUAR	EU Railway Agency
EÚ	European Union
MDVRR SR	Ministry of Transport, Construction and Regional Development of the Slovak Republic
MV	Motor wagons
OPII	Operational program Integrated Infrastructure
OR	Regional headquarters
OZ	Civic association
OZP	persons with reduced mobility
PV	outboard wagons
SR	Slovak Republic
ŠR	national budget
TNŽ	technical standards of railways
TSI	technical specifications for interoperability
TSI PRM	technical specification for interoperability relating to the accessibility of the Union railway system to persons with disabilities and people with reduced mobility
VÚD Žilina	Transport Research Institute Žilina
ZPO	disabled persons
ZSSK	Železničná spoločnosť Slovensko, a. s.
ŽSR	Železnice Slovenskej republiky (Slovak Railways)
ŽST	railway station

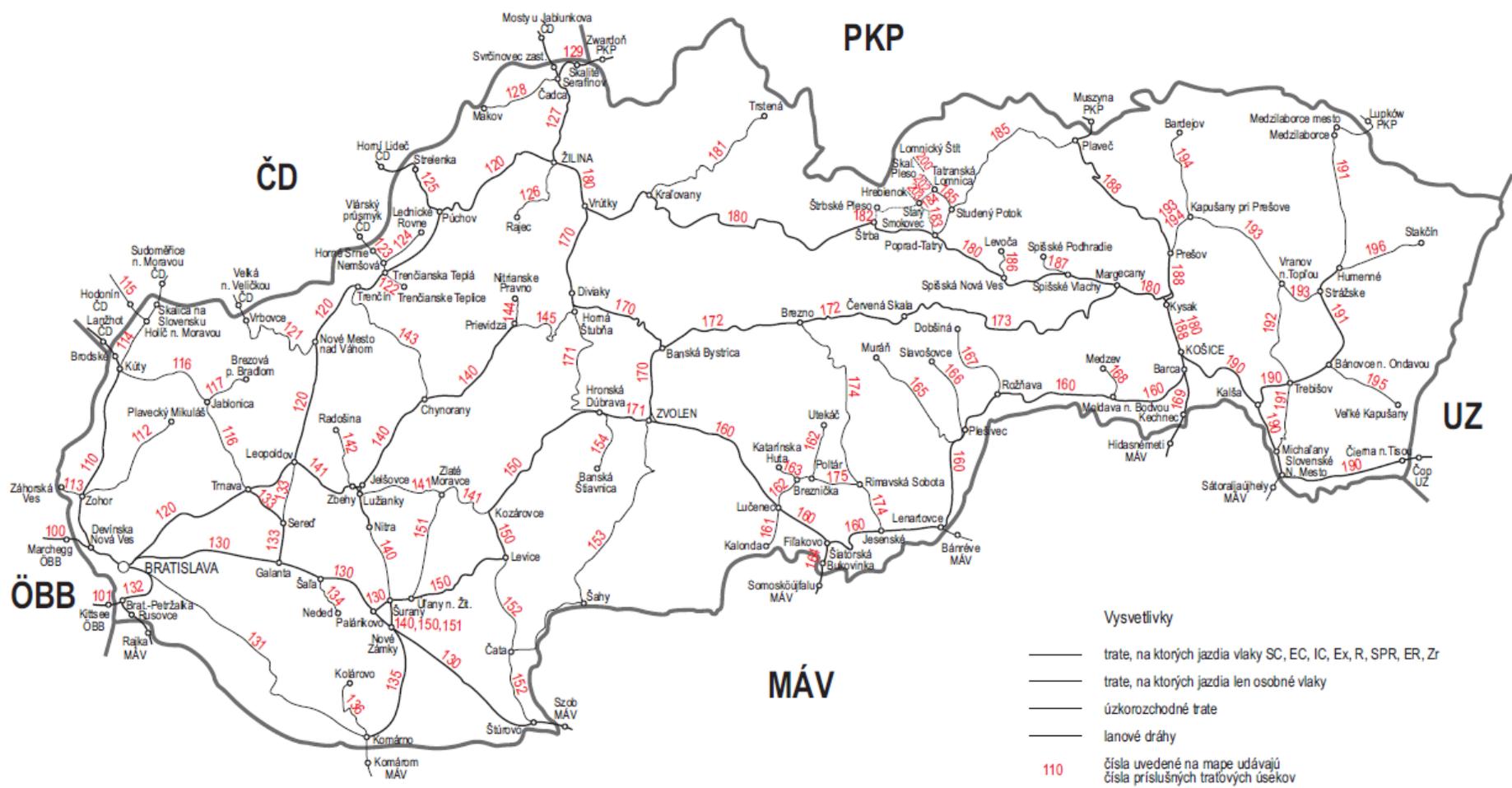
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- (2) Strategický plán rozvoja dopravnej infraštruktúry SR do roku 2020
- (3) Správa o činnosti z hľadiska kvality služieb ZSSK za rok 2014
- (4) <https://www.regiojet.sk/>
- (5) <http://www.arriva-vlakky.cz/>
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- (8) A.M. Sudop, spol. s r.o., Bratislava, November 2009: „*Analýza súčasného stavu a návrh koncepcie zabezpečenia úloh vyplývajúcich z charty práv cestujúcich a TSI PRM*“, štúdia
- (9) Nariadenie Európskeho parlamentu a Rady (ES) č. 1371/2007 z 23. októbra 2007 o právach a povinnostiach cestujúcich v železničnej doprave

List of appendices

- (1) Map of the ŽSR network
- (2) Template – ZSSK
- (3) Template - Leo Express, a. s.
- (4) Template - ŽSR
- (5) List of ZSSK wagons
- (6) List of EMJ, DMJ, MV, PV ZSSK

(1) Map of ŽSR network



(2) Template – ZSSK

		Question 1	Question 2	Question 3	Question 4	Question 5
		When should this requirement be implemented or when is it planned to be implemented?	How is this requirement implemented in your member state?	a) Is there a national regulation related to this requirement? If so, what is it called/reference? b) Can this regulation be cancelled? If not, why?	Does this requirement require a specific case or does it mean that the TSI should be amended?	Who is responsible for this process?
TSI PRM requirements (Commission (EU) directive No1300/2014)						
4.2. Functional and technical specification						
	Infrastructure					
4.2.1.1.	Parking facilities for persons with disabilities and persons with reduced mobility	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.2.	Obstacle-free routes	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.2.1.	Horizontal circulation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

4.2.1.2.2.	Vertical circulation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.2.3.	Route marking	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.3.	Doors and entrances	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.4.	Floor surfaces	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.5.	Identification of transparent obstacles	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/>

4.2.1.6.	Toilets and diaper changing facilities	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.7.	Furniture and free-standing devices	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.8.	Ticketing, information desks and customer assistance points	Date:	Explanation: For new points of sale, we are negotiating with ŽSR in order to adapt the points of sale to TSI.	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.9.	Lighting	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.10.	Visual information	Date:	Explanation: Passenger information is currently usually posted at the height of more than 160 cm in the ticketing booths and bulletin boards at ticket	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:

			counters. We propose installing information points for PRM persons within the premises of the train station.			
4.2.1.11.	Spoken information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.12.	Platform width and edge of platform	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.13.	End of platform	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.14.	Boarding aids on platforms	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.15.	Level track crossing at stations	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.2.2. Rolling Stock						
4.2.2.1.	Seats	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: according to updated TSI standard	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): TNŽ standard No 28 5410 (Seats in railway passenger wagons, length 26.4 m - Types, basic dimensions and technical specifications) - standard effective since 1981 This standard defines the technical parameters of seat components important for the manufacturers b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason: The cancellation of the currently valid TNŽ standards, needs to be re-evaluated and will depend on the integration of these issues in international	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer

				regulations (EN, TSI, ...)		
4.2.2.1.1.	General	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.1.2.	Priority seats	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.1.2.1.	General	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.1.2.2.	Seats oriented in one direction	Date: From the effective date of the TSI PRM standard, this must be a part of	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/>

		every new delivered or upgraded (refurbished) wagon		Reason:	Text with reason:	Other: manufacturer
4.2.2.1.2.3.	Seats facing each other	Date From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.2.	Wheelchair spaces	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.3.	Doors	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer

4.2.2.3.1.	General	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> • TNŽ standard No 28 5313 (Wagons and motorized wagons Front sliding doors on passenger wagons with a track gauge of 1435mm. Technical specification) - standard effective since 1986 • TNŽ standard No 28 5314 (Wagons and motorized wagons Rotating folding entrance doors on passenger wagons with a track gauge of 1,435mm. Dimensions and technical specification) - standard effective since 1985 • TNŽ standard No 28 5315 (Wagons and motorized wagons Front sliding entrance doors on passenger wagons with a track gauge of 1,435mm.	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
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				<p>Dimensions and technical specification) - standard effective since 1985</p> <ul style="list-style-type: none">• TNŽ standard No 28 5318 (Wagons and motorized wagons Locking device for entrance door on passenger wagons with a track gauge of 1,435mm) - standard effective since 1985• TNŽ standard No 28 5319 (Wagons and motorized wagons Locking device for the entrance door on passenger wagons with a track gauge of 1,435mm) - standard effective since 1985 <p>Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason: Reason: The cancellation of the currently valid TNŽ standards needs to be re-</p>		
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				evaluated and will depend on the integration of these issues in international regulations (EN, TSI, ...)		
4.2.2.3.2.	Exterior doors	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> TNŽ standard No 28 5319, TNŽ standard No 28 5318, TNŽ standard No 28 5315 Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason: Reason: The cancellation of the currently valid TNŽ standards needs to be re-evaluated and will depend on the integration of these issues in international regulations (EN, TSI, ...)	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.3.3.	Interior doors	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input type="checkbox"/> TNŽ standard No 28 5313 Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason: Reason: The cancellation of	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer

		(refurbished) wagon		the currently valid TNŽ standards needs to be re-evaluated and will depend on the integration of these issues in international regulations (EN, TSI, ...)		
4.2.2.4.	Lighting	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> • TNŽ standard No 28 7202 (rolling stock. Regulations for the interior equipment of rolling stock. Electrical lighting) - standard effective since 1988 • TNŽ standard No 28 7220 (rolling stock. Lighting systems in passenger wagons for international transport, gauge 1,435 mm. Technical specification) - standard effective since 1986	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason: Reason: The cancellation of the currently valid TNŽ standards needs to be re-evaluated and will depend on the integration of these issues in international regulations (EN, TSI, ...)		
4.2.2.5.	Toilets	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.6.	Clearways	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: by manufacturer according to TSI standard	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.7.	Customer information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input checked="" type="checkbox"/>

		From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Sound information system - available in all wagons - renewed and new Visual information system (LED and LCD displays) - new and upgraded wagons, up to 5 years of age)	Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.7.1.	General	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.7.2.	Marking, pictograms and tactile information	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <ul style="list-style-type: none"> • TNŽ standard No 28 0080 (Rolling stock - exterior identification of electric, motor wagons and units and motor and electric locomotives) - standard effective since 2008 • TNŽ Standard No 28 0091 (Railway rolling stock - interior identification of 	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer

				<p>passenger and motor wagons and units) - standard effective since 2000</p> <p>Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>Reason: Reason: The cancellation of the currently valid TNŽ standards needs to be re-evaluated and will depend on the integration of these issues in international regulations (EN, TSI, ...)</p>		
4.2.2.7.3.	Dynamic visual information	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation: Visual information system (LED and LCD displays) - new and upgraded wagons, up to 5 years of age)	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.7.4.	Dynamic acoustic information	Date: From the effective date of the TSI PRM standard, this must be a part of every new	Explanation: Sound information system - available in all wagons - renewed and new	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/>

		delivered or upgraded (refurbished) wagon				Other: manufacturer
4.2.2.8.	Height changes	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.9.	Handrails	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.10.	Wheelchair accessible sleeping accommodation	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon of special design	Explanation:	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer

4.2.2.11.	Position of the step for vehicle access/egress	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.11.1.	General requirements	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.11.2.	Access and egress steps	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.12.	Boarding aids	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/>

		upgraded (refurbished) wagon				Other: manufacturer
4.2.2.12.1.	Movable step and bridging plate	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.12.2.	On-board ramp	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.2.2.12.3.	On-board lift	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
4.4. Operating regulations						
4.4	Operating regulations	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special requirements: <input type="checkbox"/>	Railway organization <input type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.4.1.	Subsystem infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.4.2.	Subsystem Rolling Stock	Date:	Explanation: Access to priority seats and reservation of the same These seats are always marked. They are exclusively the most accessible seats in the wagon. Reservation of the priority seats depends on the train category. Non-reserved – not included in the reservation database. They are marked as priority seats. As far as places designated as priority for disabled passengers are occupied, if a disabled passenger boards the train at a train station, the passengers are	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

required to vacate these seats

Reserved – priority places are included in the reservation system. The upcoming change of the occupation algorithm Priority seats for PRM passengers will be sold last, alternatively they will be marked in the reservation system as priority seats for disabled passengers.

Transport of guide dogs:

They are transported free of charge, when accompanying a disabled person with an appropriate certificate.

Access to wheelchair spaces and their reservation:

These places are already provided in some of the wagons. In domestic transport, they will be incorporated in the reservation system, from 2017, when these reservations will be available for sale.

			<p>In international transport, these places are already in the reservation system and can be reserved.</p> <p>Access to universal sleeping compartments and their reservation: ZSSK does not have any special wagons modified for the transport of PRM.</p> <p>Professional education of the accompanying personnel: Professional qualification of the accompanying personnel is provided for by Act 513/2009 Coll, the process training and maintenance of the professional qualification in the ZSSK is provided for in the Directive "Training and examination rules of ZSSK (VSP)". In order to acquire the professional qualification, the accompanying personnel must have a valid exam No 3 ZSSK.</p>			
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			<p>VSP provides a detailed description of the contents and scope of preparation for the exam. Before the exam, the accompanying personnel shall attend theoretical/practical training comprising 112 hours. Exam No 3 of the ZSSK is taken by the accompanying personnel in the specialized educational facility authorized by the MDVRR SR. The acquired professional qualification will be maintained by the accompanying personnel by attending the refresher courses - in the extent of 4 hours per 6 months and periodic examinations every 3 years.</p> <p>Professional preparation of technical and management staff</p> <p>Professional qualification of the maintenance, technical and management staff is provided for by Act 513/2009 Coll., the process training and</p>			
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			<p>maintenance of the professional qualification in the ZSSK is provided for in the Directive "Training and examination rules of ZSSK (VSP)". In order to achieve the technical qualification, the technical and management staff of maintenance must have the valid examinations ORK4, ORK8, ORK9, ORK10, ORK11. The examinations are categorized by the profession and focus of maintenance (locomotives/wagons). The preparation for examination is performed in the form of consultations and interactive preparation - extent 14 hours. Staff shall take the ORK4, ORK8, ORK9, ORK10, ORK11 exams at an educational facility authorized by the MDVRR SR. The acquired qualification is maintained by the maintenance technical and management staff through attendance at</p>			
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			seminars (1x per 6 months) and periodic examinations every 3 years.			
4.4.3	Provision of boarding aids and provision of assistance	Date: Provided at selected stations	Explanation: We proceed in accordance with the valid Transport Regulations of ZSSK, article A.6. Transport is ordered through Contact Center (KC) Boardin/off-boarding equipment (mobile platforms) is provided by ŽSR in accordance with the contract	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.5. Maintenance rules						
4.5.1.	Subsystem infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.5.2.	Subsystem Rolling Stock	Date: Delivery of wagons with the BDsheer and Bdghmeer series of lifts into operation	Explanation: Upon discovery of a malfunction on the equipment catering to persons with disabilities, the wagon will be de-	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): Regulation ZSSK, V 62, page 80 b) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

			commissioned and replaced with a malfunction-free wagon of the same series.	Reason: Provides procedures for the regular and safe operation of passenger wagons.		
4.6.	Professional qualification:	Date: Delivery of wagons with the BDsheer and Bdghmeer series of lifts into operation	Explanation: Training is provided by qualified personnel with authority - Performance of professional training on specified lifting technical equipment.	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): Notice of MDVRR SR No. 205/2010 b) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reason: Implementation notice for Act No 513/2009 Coll.	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.7.	Health and safety conditions	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5. Interoperability components						
5.3.1.1.	Screens	Date: From the effective date of the TSI PRM standard, this must be a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.1.2.	Platform ramps	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special requirements: <input type="checkbox"/>	Railway organization <input type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
5.3.1.3.	Platform lifts	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.1.	Door control equipment interface	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.2.2.	Standard and universal toilets: common parameters	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.2.3.	Standard toilet	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered or	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/>

		upgraded (refurbished) wagon				Other: manufacturer
5.3.2.4.	Universal toilet	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.2.5.	Infant table	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.2.6.	Emergency calling equipment interface	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered or upgraded (refurbished) wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.2.7.	Interior and exterior displays	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered or upgraded	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/>

		(refurbished) wagon				Other: manufacturer
5.3.2.8.	Passenger embarkation/disembarkation auxiliary equipment Mobile stairs and bridge platforms	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.2.9.	Passenger embarkation/disembarkation auxiliary equipment: vehicle ramps	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered wagon - unit	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
5.3.2.10.	Passenger embarkation/disembarkation auxiliary equipment: vehicle lifting ramps	Date: From the effective date of the TSI PRM standard, this is a part of every new delivered wagon - carriage	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
6. Assessment of compliance and/or suitability for use						
6.1.1.	Assessment of compliance	Date: VÚD Žilina – notified authority for assessment of compliance	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
6.1.2.	Application of modules	Date: VÚD Žilina – notified authority for assessment of compliance	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input checked="" type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Infrastructure manager <input type="checkbox"/> Other: manufacturer
6.1.3.1.	Universal toilet	Date VÚD Žilina – notified authority for assessment of compliance	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer
6.2. Subsystems						
6.2.1.	Verification of ES (general)	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.2.	Procedure for verification of ES subsystems (modules)	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.3.1.	Seat for transfer from wheelchair	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.3.2.	Position of the step for embarkation/disembarkation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special requirements: <input type="checkbox"/>	Railway organization <input type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
6.2.4.	Technical design ensuring compliance in the design stage	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.5.	Assessment of maintenance	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.6.	Assessment of operating regulations	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.7.	Evaluation of units for use in general operation	Date: All trains for long-distance and international transport are fitted with wagons equipped with a platform for the boarding of immobile passengers	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

7. TSI implementation

7.1.1.	New infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
7.1.2.	Gradual transition to target subsystem	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
7.2.2.	Application of this TSI to existing infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
7.2.3.	Application of the present TSI to existing rail vehicles	Date: It is applied from the effective date of the TSI PRM standard, this is a part of every new delivered or upgraded or refurbished wagon	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: manufacturer

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		Question 1	Question 2	Question 3	Question 4	Question 5
TSI PRM requirements (Commission (EU) directive No 1300/2014)		When should this requirement be implemented or when is it planned to be implemented?	How is this requirement implemented in your member state?	c) Is there a national regulation related to this requirement? If so, what is it called/reference? d) Can this regulation be cancelled? If not, why?	Does this requirement require a specific case or does it mean that the TSI should be amended?	Who is responsible for this process?
4.2. Functional and technical specification						
	Infrastructure					
4.2.1.1.	Parking facilities for persons with disabilities and persons with reduced mobility	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.2.	Obstacle-free routes	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:

4.2.1.2.1.	Horizontal circulation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.2.2.	Vertical circulation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.2.3.	Route marking	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.3.	Doors and entrances	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.4.	Floor surfaces	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.5.	Identification of transparent obstacles	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.6.	Toilets and diaper changing facilities	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.7.	Furniture and free-standing devices	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.1.8.	Ticketing, information desks and customer assistance points	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

						Other:
4.2.1.9.	Lighting	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.10.	Visual information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.11.	Spoken information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.12.	Platform width and edge of platform	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:

4.2.1.13.	End of platform	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.14.	Boarding aids on platforms	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.1.15.	Level track crossing at stations	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2. Rolling Stock						
4.2.2.1.	Seats	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input checked="" type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.2.	Priority seats	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.2.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.2.2.	Seats oriented in one direction	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.2.3.	Seats facing each other	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/>

				Reason:	Text with reason:	Other:
4.2.2.2.	Wheelchair spaces	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.3.	Doors	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.3.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.3.2.	Exterior doors	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.3.3.	Interior doors	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.2.2.4.	Lighting	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.5.	Toilets	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.6.	Clearways	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.	Customer information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

						Other:
4.2.2.7.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.2.	Marking, pictograms and tactile information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.3.	Dynamic visual information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.4.	Dynamic acoustic information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.8.	Height changes	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input checked="" type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.2.2.9.	Handrails	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.10.	Wheelchair accessible sleeping accommodation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.11.	Position of the step for vehicle access/egress	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.2.11.1.	General requirements	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Other:
4.2.2.11.2.	Access and egress steps	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.2.12.	Boarding aids	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.12.1.	Movable step and bridging plate	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.2.12.2.	On-board ramp	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.2.2.12.3.	On-board lift	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input checked="" type="checkbox"/> Other:
4.4. Operating regulations						
4. 4.	Operating regulations	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.4.1.	Subsystem infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.4.2.	Subsystem Rolling Stock	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.5. Maintenance rules						

4.5.1.	Subsystem infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.5.2.	Subsystem Rolling Stock	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: Manufacturer
4.6.	Professional qualification:	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
4.7.	Health and safety conditions	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5. Interoperability components						

5.3.1.1.	Screens	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.1.2.	Platform ramps	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.1.3.	Lifting platforms (lifts)	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.1.	Door control equipment interface	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.2.	Standard and universal toilets: common parameters	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input checked="" type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
5.3.2.3.	Standard toilet	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.4.	Universal toilet	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.5.	Infant table	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.6.	Infant table	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.7.	Interior and exterior toilets	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.8.	Auxiliary passenger boarding equipment Mobile stairs and bridge platforms	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.9.	Passenger embarkation/disembarkation auxiliary equipment: vehicle ramps	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
5.3.2.10.	Passenger embarkation/disembarkation auxiliary equipment: vehicle lifting ramps	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Other:
6. Assessment of compliance and/or suitability for use						
6.1.1.	Assessment of compliance	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
6.2.1.	Application of modules	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
6.1.3.1.	Universal toilet	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
6.2. Subsystems						
6.2.1.	Verification of ES (general)	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/>	Railway organization <input checked="" type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Infrastructure manager <input checked="" type="checkbox"/> Other:
6.2.2.	Procedure for verification of ES subsystems (modules)	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
6.2.3.1.	Seat for transfer from wheelchair	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.3.2.	Position of the step for embarkation/disembarkation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.4.	Technical design providing for compliance in design stage	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input checked="" type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
6.2.5.	Assessment of maintenance	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
6.2.6.	Assessment of operating regulations	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
6.2.7.	Evaluation of units for use in general operation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
7. TSI implementation						
7.1.1.	New infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special requirements: <input type="checkbox"/>	Railway organization <input checked="" type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input checked="" type="checkbox"/> Other:
7.2.1.	Gradual transition to target subsystem	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
7.2.2.	Application of this TSI to existing infrastructure	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
7.2.3.	Application of the present TSI to existing rail vehicles	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input checked="" type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:

For this questionnaire, please define the compliance with individual amendments to the directive and also options for innovative solutions, or proposals for improvement of the subsystem.

(4) Template – ŽSR

		Question 1	Question 2	Question 3	Question 4	Question 5
TSI PRM requirements (Commission (EU) directive No. 1300/2014)		When should this requirement be implemented or when is it planned to be implemented?	How is this requirement implemented in your member state?	e) Is there a national regulation related to this requirement? If so, what is it called/reference? f) Can this regulation be cancelled? If not, why?	Does this requirement require a specific case or does it mean that the TSI should be amended?	Who is responsible for this process?
4.2. Functional and technical specification						
	Infrastructure					
4.2.1.1.	Parking facilities for persons with disabilities and persons with reduced mobility	Date: 1.1.2015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM. Construction of a parking lot always complies with the requirements arising from the generally applicable legal regulations	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input checked="" type="checkbox"/> Text with reason: Provide number of places	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with Art. 102 of Act No 513/2009 Coll.).

			applicable to the minimum number of parking places for immobile persons.			
4.2.1.2.	Obstacle-free routes	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.2.1.	Horizontal circulation	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.2.2.	Vertical circulation	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are

			compliance with TSI PRM	Reason:		not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.2.3.	Route marking	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.3.	Doors and entrances	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.4.	Floor surfaces	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.):	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/>	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

			implemented in compliance with TSI PRM	b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.5.	Identification of transparent obstacles	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.6.	Toilets and diaper changing facilities	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.7.	Furniture and free-standing devices	Date: 1.12015	Explanation: For construction, upgrade or	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

			renewal, the requirement is implemented in compliance with TSI PRM	Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.8.	Ticketing, information desks and customer assistance points	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.9.	Lighting	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.10.	Visual information	Date: 1.12015	Explanation: For construction, upgrade or	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002.	Special requirements: <input type="checkbox"/>	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

			renewal, the requirement is implemented in compliance with TSI PRM	Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.11.	Spoken information	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.12.	Platform width and edge of platform	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Notice 532/2002. Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.13.	End of platform	Date: 1.12015	Explanation: For construction, upgrade or	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

			renewal, the requirement is implemented in compliance with TSI PRM	Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.14.	Boarding aids on platforms	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.1.15.	Level track crossing at stations	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.2.2. Rolling Stock						
4.2.2.1.	Seats	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/>	Railway organization <input type="checkbox"/>

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.2.	Priority seats	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.2.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.1.2.2.	Seats oriented in one direction	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

						Other:
4.2.2.1.2.3.	Seats facing each other	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.2.	Wheelchair spaces	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.3.	Doors	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.3.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

4.2.2.3.2.	Exterior doors	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.3.3.	Interior doors	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.4.	Lighting	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.5.	Toilets	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.6.	Clearways	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/>	Railway organization <input type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.	Customer information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.1.	General	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.2.	Marking, pictograms and tactile information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.7.3.	Dynamic visual information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

4.2.2.7.4.	Dynamic acoustic information	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.8.	Height changes	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.9.	Handrails	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.10.	Wheelchair accessible sleeping accommodation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.11.	Position of the step for vehicle access/egress	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

				Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
4.2.2.11.1.	General requirements	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.11.2.	Access and egress steps	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.12.	Boarding aids	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.12.1.	Movable step and bridging plate	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

						Other:
4.2.2.12.2.	On-board ramp	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.2.2.12.3.	On-board lift	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.4. Operating regulations						
4.4	Operating regulations	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.4.1.	Subsystem infrastructure	Date: 1.12015	Explanation: For construction, upgrade or renewal, the	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.):	Special <input type="checkbox"/> requirements:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

			requirement is implemented in compliance with TSI PRM	b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.4.2.	Subsystem Rolling Stock	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
4.5. Maintenance rules						
4.5.1.	Subsystem infrastructure	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.5.2.	Subsystem Rolling Stock	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/>	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/>

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.6.	Professional qualification:	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
4.7.	Health and safety conditions	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
5. Interoperability components						

5.3.1.1.	Screens	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
5.3.1.2.	Platform ramps	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
5.3.1.3.	Lifting platforms (lifts)	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with

						art. 102 of Act 513/2009 Coll.).
5.3.2.1.	Door control equipment interface	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.2.	Standard and universal toilets: common parameters	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.3.	Standard toilet	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.4.	Universal toilet	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

5.3.2.5.	Infant table	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.6.	Infant table	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.7.	Interior and exterior toilets	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.8.	Auxiliary passenger boarding equipment Mobile stairs and bridge platforms	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
5.3.2.9.	Passenger embarkation/disembarkation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/>	Special <input type="checkbox"/> requirements:	Railway organization <input type="checkbox"/>

	auxiliary equipment: vehicle ramps			Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input type="checkbox"/> Other:
5.3.2.10.	Passenger embarkation/disembarkation auxiliary equipment: vehicle lifting ramps	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

6. Assessment of compliance and/or suitability for use

6.1.1.	Assessment of compliance	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor
6.1.2.	Application of modules	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor

6.1.3.1.	Universal toilet	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor
6.2. Subsystems						
6.2.1.	Verification of ES (general)	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor
6.2.2.	Procedure for verification of ES subsystems (modules)	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor
6.2.3.1.	Seat for transfer from wheelchair	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.):	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/>	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

				b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Text with reason:	Notified person in cooperation with the manufacturer and contractor
6.2.3.2.	Position of the step for embarkation/disembarkation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor
6.2.4.	Technical design providing for compliance in the design stage	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor
6.2.5.	Assessment of maintenance	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other: Notified person in cooperation with the manufacturer and contractor
6.2.6.	Assessment of operating regulations	Date: 1.12015	Explanation: For construction, upgrade or	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/>

			renewal, the requirement is implemented in compliance with TSI PRM	Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Amendment to TSI: <input type="checkbox"/> Text with reason:	Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
6.2.7.	Evaluation of units for use in general operation	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:
7. TSI implementation						
7.1.1.	New infrastructure	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other:
7.1.2.	Gradual transition to target subsystem	Date: 1.12015	Explanation: For construction, upgrade or renewal, the requirement is implemented in	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special requirements: <input type="checkbox"/> Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T,

			compliance with TSI PRM			the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
7.2.2.	Application of this TSI to existing infrastructure	Date: 1.12015	Explanation: For upgrade or renewal, the requirement is implemented in compliance with TSI PRM	a) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input checked="" type="checkbox"/> Other: In case of railway tracks, that are not included in TEN-T, the application of the TSI PRM requirements is subject to the decision of the Ministry (in line with art. 102 of Act 513/2009 Coll.).
7.2.3.	Application of the present TSI to existing rail vehicles	Date:	Explanation:	a) Yes <input type="checkbox"/> No <input type="checkbox"/> Reference (link, name, p.): b) Yes <input type="checkbox"/> No <input type="checkbox"/> Reason:	Special <input type="checkbox"/> requirements: Amendment to TSI: <input type="checkbox"/> Text with reason:	Railway organization <input type="checkbox"/> Infrastructure manager <input type="checkbox"/> Other:

(5) List of passenger wagons of the ZSSK

Wagon series	Number of wagons	Extent of upgrade/refurbishment
Salon	1	
SR	1	
WGmeer	1	Reconstruction of Bcmh wagon to a dancing wagon
WLAB	10	
WLAB	16	
WLABee	8	
WLABmee62	10	
Bc ZSSK	8	
Bc	10	
Bc	12	
Bcee	3	
Bceer61	1	
WRRm	7	
WRReer61	3	Reconstruction from Bh to restaurant wagon
WRRmeer61	8	Reconstruction from BRcm to restaurant wagon
ARpeer61	3	Reconstruction of wagon B to 1st class wagon, with snack compartment
ARmeer	3	Reconstruction of wagon BRcm to 1st class wagon, with restaurant compartment
Ampeer	15	Complies with TSI 2006/66/ES and TSI 2008/163/ES, category A
Apeer5561	1	upgrade of Bc wagon to a large-space wagon, refurbishment of the undercarriage
Apeer61	6	Reconstruction from B to large-space wagon
Apeer61	16	Reconstruction from B to large-space wagon
Aeer61	15	Reconstruction from B to compartment wagon
AB	1	
B54	7	
Bee	11	
Bdee54	6	
Bd54	2	
Bd58	7	
B60	3	
Bee	16	
Bgee	5	
B80	2	
B80	20	
B80 RIC	75	
Bee RIC	2	

Bee	36	
Bmeer61	73	upgrade of wagon Bmee, Amee - new central power source
Beer61	52	Reconstruction from B to compartment wagon
Bpeer₇₆ 61	14	Reconstruction from Bh to large-space wagon
Bpeer61	27	Reconstruction from Bh B to large-space wagon
Bdmpeer	10	Complies with TSI 2011/229/ES and TSI 2008/163/ES, category A, TSI 2008/164/ES except for wheelchair
Bdmpeer	17	Complies with TSI 2011/229/ES and TSI 2008/163/ES, category A, TSI 2008/164/ES except for wheelchair
Bmpeer	50	
Bt	28	
Bdt	47	
Bdtee	15	
Bdteer	12	upgrade of Bdt wagon, new air-conditioning system, new CZE, interior furnishing
Bdgteer	20	upgrade of Bdt wagon, new air-conditioning system, new CZE service area, complies with TSI PRM, TSI SRT
Bdgteer	30	upgrade of Bdt wagon, new air-conditioning system, new CZE, interior furnishing, service area
Bdteer	13	upgrade of Bdt wagon, new air-conditioning system, new CZE, complies with TSI PRM, TSI SRT, new audio-visual information system, wi-fi
Bdteer (v)	38	upgrade of Bdt wagon, new air-conditioning system, new CZE
Bdtmee	64	
Bdgtmee	21	
Bdghmeer	30	upgrade of BDmee wagon, space for disabled persons, lifting platform, universal toilet for disabled persons
BDs	11	
BDs RIC	8	
BDsee	19	
BDsheer	6	reconstruction from wagon Bh to 2nd class wagon, with lifting platform, service area, compartment for disabled persons
DDm	2	
DDm	3	
Total	961	

*explanation

new
refurbished

(6) List of EMJ, DMJ, MV, PV ZSSK

011	48	
012	20	
671	19	
Push – Pull	10	
810	5	
811	24	
812	64	
813	44	reconstruction 011
840	6	
861	32	
912	1	
Total	291	

***explanation**

new
upgraded