INFORMATION ON PPP PROJECT	PPPÇCENTRUM České republiky
Version: May 2009	AIRCON – CONNECTION BETWEEN THE AIRPORT AND THE CENTER OF PRAGUE, INCLUDING OPERATION AND MAINTENANCE
	I. General project information
Project	Airport Connection (AirCon) – Upgrade of the Prague-Kladno railway line and construction of a railway connection to the Ruzyně Airport, including operation and maintenance. The project will be implemented as a PPP.
Public authority	The Ministry of Transport together with the Railway Infrastructure Administration (SZDC) – owner of railway infrastructure.
	Other stakeholders: Prague City Hall, Central Bohemia Region, Prague 6 District, Prague 7 District, Prague 1 District, Czech Airport Administration, Czech Railways, municipalities: Hostivice and Jeneč.
Strategy	The project's strategy is to (i) improve significantly the traffic serviceability of the Ruzyně Airport and the northwestern part of the Prague agglomeration, which is one of the most important dynamically developing regions, (ii) connect the Ruzyně Airport to the railway network and integrate the transport infrastructure in the northwestern part of the Prague agglomeration by creating a top-quality high-capacity railway line between Prague and Kladno.
	At present, roads carry most of the traffic due to the insufficient parameters of the current railway connection. The significant traffic overload and the environmental burden are primarily caused by the citizens residing in the Kladno region, commuting to Prague every day. The continuous increase in the volume of road service associated with the increasing number of arrivals to and departures from the Ruzyně Airport makes this situation even worse.
Project aim	Provide a system of train connection with a fixed, easy-to-remember schedule that would offer a fast, comfortable and environmentally friendly connection between the center of Prague and the Ruzyně Airport.
Project description	Preparation for the construction (upgrade) of a fast railway line between the Prague Airport and the city center. The exact design with technical and economic details will be specified in Outline Business Case.
Status	The Outline Business Case is prepared now.
	Several studies have been prepared: "Feasibility study of the upgrade of the Prague - Kladno railway section, including a new branch line to
	 the Ruzyně Airport" (SUDOP Prague – December 2003), "Study of optimum project funding for the upgrade of the Prague – Kladno railway section, including a
	 new branch line to the Ruzyně Airport" (ATKINS – March 2004), "Application of PPP in the financing of transport projects from EU funds, incl. AirCon case study"
	(Johnson & Kramařík – November 2005) Comparison of AirCon project options" (PPP Centrum – June 2008).
Capital value	The projected investment costs are about CZK 20 billion.

The purpose of this leaflet is to present information on a potential PPP project for discussion purposes only. The information contained herein has not been independently verified by PPP Centrum. PPP Centrum expressly disclaims any responsibility or liability for the accuracy or completeness of the information contained herein and all other information and representations supplied or made in connection with the discussions pertaining to this document. Nothing in this document should be relied upon as a promise or representation as to the future.

INFORMATION ON PPP PROJECT



II. Envisaged characteristics of the PPP project

The information contained below (*) is just a preliminary projection made by the Authority and shall not be in any case deemed as binding. The final information will be specified in cooperation with the advisor.

BOT or DBFO – form of a long-term project agreement on the construction, operation and maintenance of the line and a project agreement on traffic operation, with the state's financial participation of about 10%.

A long-term agreement for 30 to 40 years is expected.

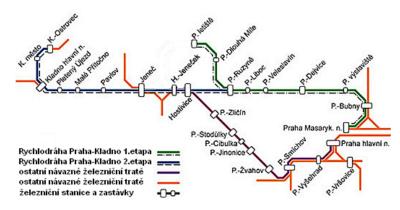
The private partner should bear all major risks, including construction risks and risks of infrastructure availability. The demand risk is envisaged to be shared with the Authority.

Income from fares collected from the passengers, fees for infrastructure availability and payments for the use of the railway infrastructure should be key sources of income.

Year		20	2008 2009 2010		10		2011					2012								
Activities / quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Preparation of Outline Business Case (OBC)																				
OBC approval																				
Selection of concessionaire Execution of Project Agreement																				
Construction commencement																				
Operation commencement																				

 $\ast\ast$ A valid schedule containing the subsequent steps has not been approved yet.

Rychlodráha Praha - Kladno



PPP Centrum Czech Republic

Contact

PPP Centrum is a center for PPP implementation in the Czech Republic; it is fully owned by the Czech Republic and reports to the Ministry of Finance. PPP Centrum helps the Ministry of Transport with project preparation.

Ministry of Transport Bohumír Páleník Project Manager Nábřeží Ludvíka Svobody 12, 110 15 Prague 1 Czech Republic tel.: +420 225 131 613, fax: ++420 225 131 677 mobile: +420 606 859 695 email: <u>bohumír.palenik@mdcr.cz</u>	PPP Centrum, a.s. Jan Škurek Chief Executive Officer Na Příkopě 3, 110 00 Prague 1 Czech Republic tel.: +420 22014 5350, fax: +420 22014 5351 mobile: +420 602 166 011 email: jan.skurek@ppcentrum.cz
web: www.mdcr.cz	web: www.pppcentrum.cz

Note

PPP form*

Contract duration*

Payment mechanism*

Project schedule*

Risk transfer^{*}

Мар