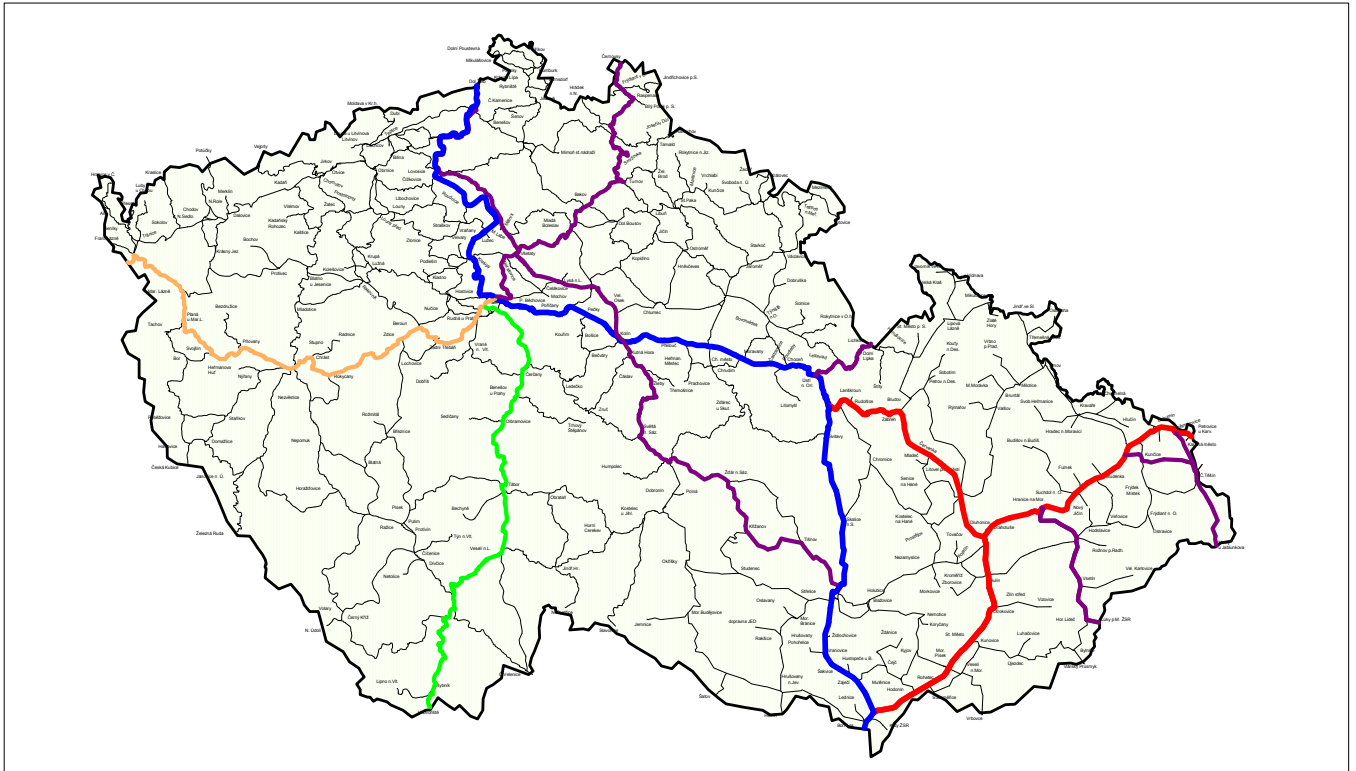


# Test-bed “Czech Railway” (Czech Republic)



## Location of the test bed

The test bed of the Czech solution will be the whole railway network of Czech Railways which is situated in the whole Czech Republic. The length of the railway network is about 9 511 km. With the total state area of 78 866 square km the Czech Republic has one of the densest network in Europe.

## Geographic description of the test bed

The endangered area in the sense of hazardous things transportation is the whole network on which such material can be transported.

## Relevance of test bed regarding MONITOR

Czech Railways keep the entire state network operable for the state on a contractual base. Nevertheless, in relation to the state, the responsible institution is the Railway Infrastructure Administration, state organization (SZDC). This is why we suppose that the future solution should be placed and operated within this independent organization (independent from any railway undertaking). Every railway undertaking would provide SZDC with its data on hazardous goods to be stored and used by authorised units of the civil protection, fire departments.... Integrated partners are state and local authorities, units of the Integrated Rescue System, railway managements.

## Main objectives of the analysis in the Test-bed

The Czech MONITOR objectives are to make it possible for all authorized units and persons to monitor a train carrying a wagon with hazardous goods in real time and also with a reasonable prediction of their movement.

## Planned Activities/Outputs

Measures: Except for technical measures there will be necessary to study the law in force and identify contingent requirements to change it in order to make the MONITOR system more interoperable.

## SWOT-analysis of the test-bed

<b>Strengths:</b>	<b>Weaknesses:</b>
<ul style="list-style-type: none"> <li>▪ CD-T is the key IS/IT supplier of Czech Railways (which is the biggest CZ railway carrier) and administrates the freight databases of Czech Railways</li> <li>▪ Know-how and experience from the field of transport information technology</li> <li>▪ Qualified personnel experienced in various platforms and technologies</li> <li>▪ Good knowledge of data available</li> <li>▪ Good contacts to Czech Railways</li> <li>▪ Experienced international project partners</li> <li>▪ Cooperation with experts, universities and authorities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Overloaded capacities</li> <li>▪ Possible human errors on the side of the carrier – timelines of data capture, correctness of the data</li> <li>▪ Legislation not fully covering the scope of the project</li> <li>▪ Sceptical involvement of private carriers because of missing legislative</li> <li>▪ No clear task what and how to solve</li> <li>▪ Relatively short duration of the project</li> <li>▪ Protection – data security has to be extraordinarily effective</li> </ul>

<b>Opportunities:</b>	<b>Threats:</b>
<ul style="list-style-type: none"> <li>▪ The concept is viable and welcomed by the ministry and local authorities</li> <li>▪ Potential cooperation between various partners, possible new experiences</li> <li>▪ Opportunity for promotion on the level of local authorities, ministries and Railway Infrastructure Administration</li> <li>▪ Chance to benchmark with other firms and learn best practice of other partners</li> <li>▪ National funds; other financial supports...</li> </ul>	<ul style="list-style-type: none"> <li>▪ Possible changes of Czech and EU legislation</li> <li>▪ Likely spin-off of the CD-Cargo into a subsidiary firm during the project life-time</li> <li>▪ Possible misuse of the information could have fatal consequences</li> <li>▪ The interesting field of activity attracts also other IT firms</li> </ul>