

Supplement 2 to the Network Statement 2023

ProRail has adopted the following supplements and/or changes to the Network Statement 2023, in accordance with the provisions of section 1.6 of this Network Statement.

1 Ancillary service "ProRail ERTMS Integration Lab (PREI)" (sections 2.3.13.1, 3.4.1, 5.5.2 and Appendix 23)

- I. In section 2.3.13.1 Automatic train control systems, the following sentence is inserted after the last bullet:

"For information about transitions tests see Appendix 23, part 39 and the [ERA Technical Document](#)."

- II. In section 3.4.1 Railway vehicle acceptance requirements, the following paragraph is inserted after the paragraph *Use of ATB-Vv*:

"Use of ERTMS

When railway undertakings (but also suppliers of ERTMS railway vehicles and ERTMS on-board equipment) want to use the ProRail ERTMS Integration Lab (PREI, see Appendix 23, part 39) for ESC checks within the context of railway vehicle approval, they must first contact inzet.spoorvoertuigen@prorail.nl before requesting access to the lab."

- III. In the first paragraph of section 5.5.2 Provision of supplementary information, the prefix 'ICT' (for ICT services) is deleted. In addition, in the first sentence, the word "*testing possibilities*" is added to the enumeration.

- IV. In section 5.5.2 Provision of supplementary information, after the service NEO Simulation in *Table 5.3 Auxiliary services for the provisions of supplementary information, including charge*, the following row is inserted:

ProRail ERTMS Integration Lab (PREI)	Performance of (chain) integration tests between ERTMS on-board equipment and ERTMS trackside equipment in the ProRail ERTMS Integration Lab (PREI) with the aim of eliminating compatibility risks.	On request (customised). A fee of €2.084 per day will be charged for the use of the ProRail ERTMS Integration Lab.	Appendix 23, part 39
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- V. In Appendix 23, the following row is inserted in the summary table after the service NEO Simulation:

ProRail ERTMS Integration Lab (PREI)	Performance of (chain) integration tests between ERTMS on-board equipment and ERTMS trackside equipment in the ProRail ERTMS Integration Lab (PREI) with the aim of eliminating compatibility risks.	Appendix 23, part 39	5.5.2
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VI. In Appendix 23, the following table is inserted as part 39:

39 Description of the service ProRail ERTMS Integration Lab (PREI)

ProRail ERTMS Integration Lab (PREI)		
1. General information		
1.1	Service	The performance of integration tests by a railway undertaking in the ProRail ERTMS Integration Lab is a service under Category 4 of Annex II to EU Directive 2012/34.
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description??	<p>Railway undertakings (but also suppliers of ERTMS rolling stock and ERTMS on-board equipment) can submit a request to ProRail to be allowed to use the available facilities of the ProRail ERTMS Integration Lab to perform (chain) integration tests between ERTMS on-board equipment and the ERTMS trackside equipment of the Dutch main railway infrastructure.¹</p> <p>To this end, the lab shall have a copy of the ERTMS systems as present on the Dutch ERTMS infrastructure, process control system, GSM-R and associated test applications and various interfaces (in accordance with subset 110-111-112). The ProRail ERTMS Integration Lab has various test rooms and also a demonstration room in which the signalman's and driver's workstations have been set up to test operational processes in relation to ERTMS.</p> <p>The user is responsible for the test plan, the test leader, the performance of the test and the test report.</p> <p>The ProRail ERTMS Integration Lab can be used for, among other things:</p> <ul style="list-style-type: none"> - Track-side Train (pre-)Integration tests, including ESC tests as defined in the CCS TSI and TD/011REC1028 - Connection performance tests GSM-R - Transition tests (transitions from ERTMS to ATBEG and vice versa) - Configuration tests - Training and demonstrations <p>For more information see Integration Lab ProRail</p>
3. Description of the facilities		
3.1	Locations	The ProRail ERTMS Integration Lab is located on the third floor of the Railcenter in Amersfoort.
3.1.1	Availability	Availability on the basis of agreements made in advance (reservation system), based on an offer. A condition is that ProRail employees with knowledge of the test applications are available to supervise the tests.
3.1.2	Technical characteristics	Access to the systems - including an ERTMS infrastructure environment and Test Control Logging (TCL) - and the support of lab employees are included. All facilities are adapted to the predefined needs.
3.1.3	Planned changes	ProRail is currently further developing its own ProRail Test Control Log (PTCL), which will enable more test scenarios to be handled in the future. For example, the possibilities with regard to testing transitions (see section 2.3.13) ² in the ProRail ERTMS Integration Lab are being expanded. Within the framework of the ERTMS programme, see Appendix 10, a new test environment (baseline 3) will also be created.
4. User costs		
4.1	Information related to the user charge	On the basis of the wishes and the submitted test plan, ProRail will draw up an offer in which a daily fee of € 2,084 will be charged for the use of the ProRail ERTMS Integration Lab.

¹ Article 6 Implementing Regulation 2018/545

² The regulations (e.g. the [TD/011REC1028](#)) include various ESC types that deal with transition tests. Only the transition to STM-ATBEG is currently available in the PREI, see description under 2.1, the other ESC types are still being worked on.

4.2	Information relating to discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	Agreements concerning the service will be laid down in an agreement.
5.2	Technical requirements made of railway vehicles	ERTMS On-board equipment (On Board Unit + On Board Unit adapter) can be connected via subset 111 <i>Note: train equipment must allow for transport via the lift to the 3rd floor in the Railcenter.</i>
5.3	Independent use	N/A <i>A lab employee is always needed as operator of the test environment.</i>
5.4	IT systems	N/A
6. Capacity request		
6.1	Access request	Requests for use of the lab can be submitted via the request form on prorail.nl or by email via ERTMSlab@ProRail.nl Note: If it concerns ESC checks in the context of equipment approval, the applicant must first contact: inzet.spoorvoertuigen@prorail.nl (see section 3.4.1), before capacity can be requested from the lab.
6.2	Handling time	Requests will be processed within ten working days. Based on the final schedule, an offer will be provided two months, but no later than two weeks, before performance.
6.3	Information on capacity availability and temporary capacity restrictions	In view of the rollout of ERTMS within the Netherlands, an increasing demand for testing capacity of the lab is expected. ProRail will make every effort to achieve optimum utilisation of the available testing capacity to the extent that the parties make known their testing needs at an early stage (> six months). This does require some flexibility from the parties. Use of the ProRail ERTMS Integration Lab is awarded on a "first come, first serve" basis.

VII. In Appendix 2, the table of abbreviations includes:

CCS (TSI)	Command Control Signalling, regulation for control and signalling subsystems
ESC	ETCS System Compatibility: ETCS system compatibility (see also ETCS)
ESC check	Check for ETCS system compatibility
OBU	On Board Unit
PREI	ProRail ERTMS Integration Lab
PTCL	ProRail Test Control Log
TCL	Test Control Logging

2 Indexation of fees (Chapters 5 and 7 and Appendix 23)

I. In Chapter 5.3.1 Train path, the table in Section 4.1 is replaced with the table below.

Weight category of the train	Compensation (per train kilometre)
up to 120 tons	€ 0.3918
from 121 to 160 tons	€ 0.4897
from 161 to 320 tons	€ 0.6229
from 321 to 600 tons	€ 0.8659
from 601 to 1,600 tons	€ 1.3908
from 1,601 to 3,200 tons	€ 1.6768
from 3,201 tons	€ 1.8179

- II. In section 5.3.2 Platforms, the table in part 4.1 is replaced with the table below.

Station class	Charge (per stop)
Stop	€ 0.09
Basic	€ 0.32
Plus	€ 0.79
Mega	€ 1.21
Cathedral	€ 2.28

- III. In section 5.3.3 Tractive power supply, the table in part 4.1 is replaced with the table below.

Charge (per kilowatt hour)
€ 0.020445

- IV. In section 5.4.2 EVA, the table in part 4.1 is replaced with the table below.

Charge (per kilowatt hour)
€ 0.000348

- V. In section 5.4.3 Exceptional transport, the table in part 4.1 is replaced with the table below.

Charge (per requested customised regulation)
€ 186.59

- VI. In section 5.5.2 Auxiliary services for the provisions of supplementary information, including charges, the charges for the services listed in Table 5.3 are changed as follows:

FRISO	€ 4,727 Per account
Order Portal	€ 1,264 Per account above applied graduated scale
SpoorWeb	€ 3,194 Per account above applied graduated scale
VIEW	€ 117 Per account above applied graduated scale
Planning and performance information (NL)	€ 4,462 Per connection
MeekijkVOS	€ 2,069 Per account
RouteLint	€ 0.008753 Per forecast train kilometre
ORBIT	€ 0.007590 Per forecast train kilometre
TOON	€ 398 Per account
Approval Monitoring	€ 995 Per account above applied graduated scale

VII. In section 5.6.7 Compensation freight transport operators ad hoc capacity for operations, Table 5.6 is replaced with the table below.

Compensation for changed capacity per extra (detoured) km in relation to the originally allocated km/min.	Compensation (per train kilometre)
Extra compensation train path service (depending on weight) and/or stabling and shunting service (depending on track length)	€ *
Extra locomotive costs	€ 2.97
Extra energy costs	€ 2.23
Extra driver costs	€ 1.15

* The amount of the charge depends on the weight as referred to in section 5.3.1 Train path, part 4.1 of the table.

VIII. In section 5.6.7 Compensation freight transport operators ad hoc capacity for operations, Table 5.7 is replaced with the table below.

Compensation for cancelled capacity per km without alternative (km of the original route)	Compensation (per train kilometre)
Total	€ 11.11

The figures in the calculation examples below the table are adjusted accordingly to:

- Calculation example per kilometre: $191.8 \text{ km} \times € 11.11 / \text{km} = € 2,130.90$.
- Calculation example per minute: $30 \text{ minutes} \times € 2.97 \text{ locomotive} + 30 \text{ minutes} \times € 2.23 \text{ energy} + 30 \text{ minutes} \times € 1.15 \text{ driver} = € 190.50$.

IX. In section 5.6.8 Compensations for freight transport in case of disturbances or restrictions on the Havenspoor Line, Table 5.8 is replaced with the table below.

Number of disruptions per quarter	Compensation per kilometre origin-destination Rotterdam (X)	Compensation for stabling on Havenspoorlijn exemption period per invoice line in minutes (Y)
<10	€ 0.00	0
10-25	€ 0.20	108
26-40	€ 0.41	120
41-55	€ 0.62	216
>55	€ 0.68	240

X. In section 7.3.2.2.1 Transfer facility at passenger stations, the table in part 4.1 is replaced with the table below.

Station class	Charge (per stop)		
	Train stop code		
	A	B	C
Stop	€ 2.61	€ 6.81	€ 8.20
Basic	€ 3.57	€ 9.32	€ 11.21

Plus	€ 5.90	€ 15.42	€ 18.56
Mega	€ 7.54	€ 19.71	€ 23.72
Cathedral	€ 16.05	€ 41.95	€ 50.50

XI. In section 7.3.5.2.1 Stabling and shunting, the table in part 4.1 is replaced with the table below.

Type railway yard / track	Tariff per minute (per track)
All railway yards except the splitting tracks at Kijfhoek	€ 0.03999 + € 0.0003876 x track length in metres
Splitting tracks at Kijfhoek railway yard	€ 0.04410 + € 0.0006138 x track length in metres

XII. In Appendix 23, the indexed charges are implemented as follows:

		Indexed charge
Part 9 Order Portal	Point 4.1	€ 1,264 per account
Part 18 SpoorWeb	Point 4.1	€ 3,194 per account
Section 19 VIEW	Point 4.1	€ 117 per account
Part 20 Planning and performance information (according to NL standard)	Point 4.1	€ 4,462 per connection
Part 22 MeekijkVOS	Point 4.1	€ 2,069 per account
Part 24 RouteLint	Point 4.1	€ 0.008753 per invoiced train kilometre
Part 25 ORBIT	Point 4.1	€ 0.007590 per invoiced train kilometre
Part 29 TOON	Point 4.1	€ 398 per account
Part 30 Monitoring-Approval	Point 4.1	€ 995 per account
Part 36 FRISO (Flexible Rail Infra Simulation Environment)	Point 4.1	€ 4,727 per account

3 Text amendment ERTMS operation processes (section 6.2.2)

I. The title of section 6.2.2 is changed to:

"Procedure for operating infrastructure elements (including ERTMS user processes)"

II. The content of section 6.2.2. is changed to:

*"All railway undertakings shall ensure that the operation of infrastructure elements, **the train and the communication with the signalman** by the employees concerned is performed in a proper manner in all situations. The method of operation is laid down in user regulations. The relevant operating instructions are available for consultation on the [Logistics Portal of ProRail](#). For example, there are regulations for the operation of a staff box on the platform, a facing point lock or an infrared remote control system.*

*There are also procedures around ERTMS, such as user processes for running trains (**including communication with the signalman**) and ERTMS Key Management.*

The relevant operating instructions are available for consultation on the [Logistics Portal of ProRail](#).

Railway undertakings shall ensure that their employees are aware of and comply with the applicable operating instructions. The operating instructions are intended for both direct and indirect users. They also include measures to ensure the security and confidentiality of the specific information exchanged when using certain elements of the infrastructure."

4 New version 'PRC331 manual for the provision of WLIS load specifications' (sections 6.2.5 and 6.2.6 and Appendix 6)

In Appendix 6, the 'Provision of load specifications WLIS VL-PRC331 manual' including hyperlink to the Logistics Portal is added as number 14, with renumbering of the following items.

5 Emergency and plannable repairs (sections 6.2.8 and 6.2.8.1 to 6.2.8.5)

- I. The first and second paragraphs of section 6.2.8 are reversed and the reference to the Railway Act is adapted:

*"Emergency and plannable repairs to railway vehicles on the main railway infrastructure shall be carried out by a company complying with **Section 26q Railways Act**. On the basis of Article 10(6) of the General Terms & Conditions, the responsibility lies with the railway undertaking that has placed the railway vehicle.*

Defects may be detected during the technical inspection of a train to be carried out by a railway undertaking. These defects may give rise to emergency and plannable repairs. This concerns corrective measures to prevent the ascertained train defects from causing unsafe situations."

- II. The current content of sections 6.2.8.1 to 6.2.8.5 lapses. This is replaced with the text below:

6.2.8.1 Emergency repairs

Emergency repairs are necessary when the safe running of the railway vehicle or train traffic can no longer be guaranteed. The AVV/GCU (General Contract of Use for wagons), Annex 9 (Conditions for the technical transfer inspection of wagons) defines for each defect what action and measures must be taken to rectify the defect and under which category/Irregularity class (1-5) this defect falls.

- *Repair of defects that fall under categories/Irregularity classes 4 and 5 of Annex 9 of the AVV/GCU may take place on all railway infrastructure managed by ProRail if the safe running of the railway vehicle or train traffic can no longer be guaranteed. Hoisting operations must be coordinated in advance with ProRail's Incident Response Team (General Freight Leader, +31 (0)88 - 23 18 801) by means of the 'Notification form for hoisting operations' (see the [Logistics Portal](#) of ProRail). If the actual recovery of railway vehicles is required, this shall be coordinated with the movements inspector in accordance with the 'Procedure for emergency recovery of railway vehicles on the main railway network (see the [Logistics Portal](#) of ProRail). In doing so, the safe passage of through train traffic may not be impeded, and work shall be carried out safely and without causing damage to the environment.¹³⁵*
- *Repair of defects falling under the categories/Irregularity classes 1, 2 and 3 of Annex 9 of the AVV/GCU is allowed at all railway yards of the main railway infrastructure with the use of hand tools. These repairs shall be coordinated with the movements inspector in accordance with the procedure for the emergency repairs of railway vehicles on the main railway network (see the [Logistics Portal](#) of ProRail) and may not impede other rail traffic. Hoisting operations must be coordinated in advance with ProRail's Incident Response Team (General Freight Leader, +31 (0)88 - 23 18 801) by means of the 'Notification form for*

hoisting operations' (see the [Logistics Portal](#) of ProRail). No environmental damage may be caused. The use of, among other things, lubricant is therefore only permitted with the use of soil protection measures, such as, for example, leakage mats.

6.2.8.2 Plannable/preventive repairs

On Botlek track 4204, an environmental permit has been issued specifically for repair work on equipment, whereby it is possible to carry out plannable repairs (with heavy equipment) in addition to emergency repairs. There is therefore no restriction on the use of tools when the user places soil protection measures before starting work, if necessary. Hoisting operations must be coordinated in advance with ProRail's Incident Response Team (General Freight Leader, +31 (0)88 - 23 18 801) by means of the 'Notification form for hoisting operations' (see the [Logistics Portal](#) of ProRail).

6.2.8.3 Repair tracks

Repair tracks in the main railway infrastructure are arranged in such a way that large equipment (i.e. crane or open body truck) can reach them. Hoisting operations must be coordinated in advance with ProRail's Incident Response Team (General Freight Leader, +31 (0)88 - 23 18 801) by means of the 'Notification form for hoisting operations' (see the [Logistics Portal](#) of ProRail). There is therefore no restriction on the use of tools when the user places soil protection measures before starting work, if necessary. All repair tracks offered and made available by ProRail can be found on the [Logistics Portal](#) of ProRail.

6.2.8.4 Hot work

For 'hot work' on Zee tot Zevenaar, the party carrying out the work shall report this to ProRail in advance by means of the notification form for work constituting a fire hazard (see the [Logistics Portal](#) of ProRail). The responsibility for safe execution lies (in accordance with the Working Conditions Act) with the contractor. Hot work within 15 metres of a wagon with characteristics for dangerous goods in accordance with VSG-RID substances with a GEVI classification¹³⁷ is prohibited, unless additional measures have been taken. For Kijfhoek railway yard, in addition to the above, the Kijfhoek Incident Coordinator (31-0) must also be notified of where hot work will take place.

6.2.8.5 Responsibility

Railway undertakings are always responsible for the shunting of railway vehicles from and to the track designated by ProRail Traffic Control, including any necessary movements of third party vehicles on that track, provided the railway vehicle(s) in question are movable. During the performance of emergency and plannable repairs to railway vehicles, the emergency routes in railway yards must remain free and unobstructed for the emergency services. In case of hoisting operations, this or a possible mitigating measure is included in the assessment of the plan of approach.

Section 7.3.6 provides information on available maintenance facilities.

6 Change to category 2 service Kijfhoek (sections 7.3.5.2.1, 7.3.5.2.2, 7.3.5.3.4 and Appendix 8)

- I. In section 7.3.5.2.1 Stabling and shunting, in part 2.1 Description, after the sentence "The use of the following facilities [...] at the Kijfhoek yard", the following reference is included:

"for further details see section 7.3.5.2.2 Shunting hump Kijfhoek"

II. The entire table in section 7.3.5.2.2 Kijfhoek shunting hump lapses and is replaced with the following table:

Kijfhoek shunting hump		
1. General information		
1.1	Service	The use of the shunting hump at Kijfhoek railway yard for hump shunting, shunting or stabling.
1.2	Service provider	ProRail
1.3	Term of validity	The facility is offered during the term of the Network Statement.
2. Function		
2.1	Description	The shunting hump at Kijfhoek railway yard comprises the tracks and installed shunting hump from tracks 231 and 232 (north side) to tracks 105-148 (south side), including the installed shunting facilities such as the rail brakes, automatic gradient and brake mule system, the MSR hump process control system and the KijfDis process administration system. ³ The shunting hump can be used for hump shunting, shunting and stabling.
3. Description of the facility		
3.1	Locations	The shunting hump is located on the Kijfhoek railway yard. Information about the available stabling yards and facilities is available in the form of maps. These maps are available on the Logistics Portal of ProRail.
3.1.1	Opening times	Regular opening hours: from Sunday 14.30 hrs to Saturday 14.30 hrs (six days a week). Public holidays are considered as Sundays. In order to use the hump at the times when the hump is closed, a written request must be submitted at the latest six weeks in advance (via oss@prorail.nl).
3.1.2	Technical characteristics	<p>The hump shunting process is carried out by guiding hill trains from the arrival tracks to the shunting hump, which are shunted onto the existing distribution tracks (105-148), with the aid of the system present.</p> <p>The regular stabling and shunting process with a regular (shunting) locomotive is carried out via the south side of tracks 105-148.</p> <p>The area where the rail brakes is located (between the top of the hump and the northern side of the splitting tracks) is only accessible to specifically authorised locomotives, in connection with the risk of damage when travelling through the rail brakes.</p> <p>On the north side, the splitting tracks are only accessible via the hump area (and therefore only for specific locomotives). On the south side, the splitting tracks are accessible without specific restrictions. The splitting tracks are used for the hump shunting process. In addition, these tracks can also be used for the stabling of wagons that are not involved in the hump shunting process. In that case, shunting is only possible from the south side.</p> <p>There are gradient/brake mule systems on the splitting tracks, which means that specific procedures apply for access to the tracks, and that there are specific working conditions risks, even when the systems are not actively being used. Personnel working on the splitting tracks must be aware of the hazards posed by these systems.</p>
3.1.3	Planned changes	The infrastructure of the service facility is being renewed / replaced. Replacement will start in the third quarter of 2023. More information on the planned changes can be found in Appendix 10 Infrastructure projects and studies
4. User costs		

³ The new KijfDis system will provide the necessary link with the hump process control system (MSR), offers support in the management of connections schedules, administers wagons on the tracks and provides the interface to WLIS.

Kijfhoek shunting hump

4.1	Information related to the user charge	The charge for the use of the Kijfhoek shunting hump is included in the charge for the stabling and shunting service (see section 7.3.5.2.1 of the Network Statement).
4.2	Information relating to discount on the user charge	N/A
5. User conditions		

5.1	Legal requirements??	<p>ProRail imposes conditions on the use of the shunting hump based on the Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services. The most important conditions are explained below.</p> <p>Clients of the service are railway undertakings that have a valid Access Agreement.</p> <p><i>Regulation to be agreed upon</i></p> <p>▶ All railway undertakings that use the shunting hump shall ensure that all activities on the shunting hump comply with ProRail's prescribed guidelines for legal, technical and safe feasibility. The conditions and the guidelines (set by ProRail) are laid down in the Access Agreement. ◀</p> <p>ProRail recognises four types of users:</p> <ol style="list-style-type: none"> 1. Railway undertakings that hump shunt wagons under our management 2. Railway undertakings that do not use hump shunting under own management, but make use of regulated third-party rail-related services (Category 2) 3. Railway undertakings/operators which offer regulated rail-related (Category 2) services for the hump shunting of wagons. 4. Railway undertakings which use the railway infrastructure of the hump, without using the hump facilities. <p>Re 1. Railway undertakings that hump shunt wagons under own management provide all means and processes necessary for hump shunting themselves.</p> <p>Re 2. Railway undertakings that cannot hump shunt wagons under own management cannot provide all means and processes necessary for hump shunting themselves and instead use the regulated services of service providers. These railway undertakings are fully responsible to ProRail for all processes on the service facility that they perform and/or purchase, and there is no reservation in this respect for the regulated rail-related services provided by third parties. Responsibility for all processes must be demonstrably guaranteed in the supply contracts with providers of regulated rail-related services.</p> <p>Re 3. Railway undertakings/operators offering regulated rail-related services at the shunting hump must obtain prior the written permission of ProRail. ProRail may attach conditions to this permission with a view to the legal, technical and safe performance of this rail-related service. Only services approved by ProRail may be offered. Part of the approval process is that the service provider must demonstrate that users of these services can comply with the guidelines and conditions set by ProRail for use of the service facility.</p> <p>For service providers who, as part of their service, gain access to confidential data of the railway undertaking that uses it (such as when processing order data or when processing data in KijfDis), the service provider must ensure that this data is kept effectively confidential from the customer, for example by means of a Non-Disclosure Agreement.</p> <p>The regulated services to be provided and the conditions that apply thereto are laid down in an Access Agreement for the service facility or in an appendix to the Access Agreements. In line with Implementing Regulation (EU) 2017/2177, it is the responsibility of the operator of a service facility, in this case ProRail, and the operator of a rail-related (Category 2) service to coordinate the allocation of infrastructure capacity and service capacity in the service facilities. The applicable procedure is published as soon as the service is offered.</p> <p>Re 4. Railway undertakings that use the railway infrastructure of the shunting hump, without using the hump facilities, do not require specifically authorised locomotives. With this type of use, the splitting tracks are only accessible via the south side of the track bundles.</p>
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Kijfhoek shunting hump		
		<p>For all types of users, ProRail can/may only grant access on the basis of a positive safety assessment of the integral process at the shunting hump. Users have a duty to provide the necessary input for a safety case and to participate in the joint safety assessment.</p> <p>In the event that the shunting hump is not used under own management, the following applies with regard to the safety assessment:</p> <ul style="list-style-type: none"> • The provider of the regulated service must demonstrate in advance that the service offered (in all likelihood) facilitates process safety. • The recipient of the service must demonstrate that its integral process on the service facility, including the delivered regulated service, is sufficiently safe. <p>In addition to the safety assessment in advance, the parties have a duty to monitor the integral safety of the service facility together with ProRail. To this end, ProRail will set up a consultative platform in which users of the service facility are obliged to participate. Participants must be aware of the progress of the operational process and be authorised to adjust their own process if necessary.</p> <p>The Kijfhoek shunting hump is part of the stabling and shunting service (see section 7.3.5 and section 7.3.5.2.1 of the Network Statement). The conditions that apply to the stabling and shunting service therefore also apply to the use of the Kijfhoek shunting hump. See also part 2.1.8 of Appendix 8.</p>
5.2	Technical requirements made of railway vehicles??	<p>The service is limited to use by normal traffic, not being Exceptional Transport (see section 4.7 Exceptional transport).</p> <p>Hunt shunting is not permitted for all vehicles. The hump restrictions as included in the AVV (Allgemeine Vertrag für die Verwendung von Güterwagen, also called General Contract of Use for Wagons (GCU)) and the Carriage of Dangerous Goods Act apply to Kijfhoek, based on a vertical curve radius of 300 metres and a horizontal curve radius of 90 metres.</p> <p>For locomotives, in addition to this, a specific permission is needed for running in the hump area because of the risk of damage (to locomotive and infrastructure) when running through the rail brakes.</p> <p>For vehicles used for railway infrastructure maintenance, specific permission is required for the entire shunting hump area, due to the risk of damage (to vehicles and infrastructure) when passing through systems in the splitting tracks and in the hump area.</p>

Kijfhoek shunting hump		
5.3	Independent use??	<p>Hump shunting is possible on the shunting hump using the automated hump system, either under own management or with the support of a provider of regulated rail-related services.</p> <p>Using the Kijfhoek shunting hump is only possible with locomotives that are fitted with equipment for communication with and control by the MSR system. Locomotives must be made suitable for this purpose and specifically authorised. The following locomotives are suitable and permitted for use: the DE6400 locomotives with numbers 6476, 6477, 6478 and 6479. These locomotives are not part of the service facility provided by ProRail but are owned by DB Cargo.⁴ Parties wishing to use other/own locomotives for hump shunting must contact ProRail for further information (via accountmanagement@prorail.nl). A change of vehicle licence may also be required for the use of these locomotives.</p> <p>Restrictions apply to vehicles accessing from the hump side. Only vehicles with a vehicle licence for the hump area are allowed to run there. Vehicles undergoing hump shunting are subject to the restrictions of the AVV (Allgemeine Vertrag für die Verwendung von Güterwagen) and the Regulation for the carriage of dangerous goods by rail (VSG).</p> <p>For the stabling and shunting of wagons on the splitting tracks via the south side, no specific restrictions apply with regard to vehicles. However, restrictions do apply to access to these tracks from the hump side:</p> <ol style="list-style-type: none"> 1. Parties not using the hump process do not have access to the hump area. 2. Vehicles travelling through the hump area must have been assessed for suitability to run through the hump area. 3. Movements must be performed with locomotives that are authorised to run there. <p>The hump process differs from regular shunting operations, both in the content of the process and in the presence of special systems in the infrastructure. It is necessary to have specific local regulations for the implementation of the hump process, both for the implementation of the process and for occupational health and safety reasons. Specific training must also be provided.</p> <p>Also for the stabling process on the splitting tracks, the (occupational) safety is influenced by the presence of special systems in the track. Safety must be ensured by appropriate local regulations and training.</p> <p>Local processes, rules and regulations of all parties using the shunting hump must be coordinated for a safe integral process. This coordination must be realised via the safety coordination platform mentioned in 5.1.</p>
5.4	IT systems	<p>To ensure safe and efficient use of the shunting hump, information on train composition, sequence dependency and individual wagons shall be provided in a timely and correct manner during execution. Titleholders shall use the KijfDis system for this purpose.⁵</p>

⁴ DB Cargo intends to offer the use of these locomotives as part of a (regulated) service. For more information, see section 7.3.5.2.2.1.

⁵ ProRail is currently developing a new version of the KijfDis system. This new version is expected to be available in 2022; railway undertakings will be informed about this.

Kijfhoek shunting hump		
5.5	Use of brake shoes and stop blocks	<p>It is not permitted to use steel brake shoes to prevent a stabled railway vehicle from rolling away. An exception to this is the use of a steel brake shoe that is attached to the railway vehicle. To prevent the drifting of stabled railway vehicles, use is made of the parking or hand brake of the railway vehicle. Alternatively, use can be made of wooden or plastic stop blocks, which do not constitute a derailment hazard if run over.</p> <p>For the execution of the automated hump process, in exception to the general rule, the use of a "Brake shoe splitting tracks Kijfhoek", specifically existing for the hump process, is mandatory, in accordance with user instruction GVS00109 (see the logistics Portal). N.B. The use of this brake shoe is not permitted for wagons on splitting tracks that are not in use as marshalling track for the hump process, but only as a stabling track.</p>
6. Capacity request		
6.1	Access request??	<p>The process for requesting access to and allocation of shunting and stabling tracks is described in section 7.3.5.3 of the Network Statement. Capacity requests for Kijfhoek railway yard and Kijfhoek shunting hump shall contain specific data. For this, see section 3.4.6 and Appendix 8, part 3.</p> <p>Allocated capacity can be returned, subject to a notice period of one month. Capacity can be cancelled by sending a message to capaciteitsverdeling@prorail.nl or by deleting a volume infrastructure (VII) entry in Donna.</p> <p>Section 7.3.5.2.2 part 5 <i>User conditions</i> distinguishes four types of users. If a party offers a regulated service for hump shunting of wagons after the start of the 2023 timetabling process, third parties cannot take this into account in their timetable request for the 2023 timetable. If capacity is needed for the use of this type of service or services during the timetable, the capacity can be obtained in two ways:</p> <ol style="list-style-type: none"> a request in the ad hoc process using the capacity allocated to the offering party <p>Capacity allocated in the timetable can also be utilised to make use of the service.</p>
6.2	Handling time	See section 7.3.5.3 of the Network Statement.

III. The current text of section 7.3.5.2.1 Kijfhoek marshalling service lapses and is replaced with the following text:

'7.3.5.2.2.1 Regulated services at Kijfhoek shunting hump

DB Cargo intends to offer a regulated service at Kijfhoek shunting hump. Part of this service is the use of the locomotives necessary for the shunting process. For more information about this service and how third party railway undertakings can apply for access to the service, see the [website of DB Cargo](#) or the overview of operators of rail-related services and service facilities known to ProRail on the [website of ProRail](#).'

IV. The full text under the heading *Priority criteria for splitting tracks at Kijfhoek shunting hump* in section 7.3.5.3.4, step 5, lapses⁶ and replaced with the following passage:

"The following priority criteria apply specifically to access to the splitting tracks at Kijfhoek:

⁶ Note that the provision that the priority criteria shall not be applied as long as the regulated track-based service is not available remains in force.

1. Use of splitting tracks in combination with the use of the shunting hump takes precedence over other types of use of these tracks. To this end ProRail determines the necessary number of tracks for marshalling with the use of the shunting hump. This number will be distributed among the requests made for the use of the marshalling function of the shunting hump. If the necessary number of tracks for marshalling exceeds the number of tracks available, the following applies:
 - capacity requests for trains with origin and/or destination Mainport Rotterdam-Rijnmond or the port-industrial complexes of Amsterdam-IJmond and Vlissingen-Sloe take precedence over capacity requests for trains with an origin and destination other than those mentioned above.
2. When using the splitting tracks for stabling and shunting without using the marshalling function of the service facility, train-related stabling and shunting takes precedence over non-train-related stabling and shunting.

In order to determine this, account is taken of:

 - trains requested for the timetabling process and;
 - trains realised in the current timetable.

IV. A new part is added to Appendix 8, namely part 2.1.8:

2.1.8 User information Kijfhoek shunting hump

ProRail is responsible for the efficient use of (scarce) infrastructure. In order to assess the efficient and effective use of the Kijfhoek shunting hump, ProRail requires information about the manner and intensity of the use of the infrastructure that is part of the shunting hump. This also applies to the use of splitting tracks, without making use of the shunting hump functionality. It is up to the users of the shunting hump to provide this information. In addition, providers of regulated rail services at the shunting hump (see section 7.3.5.2.2, part 5.1 Legal requirements) must report transparently on the degree to which customers' requests are accepted in accordance with the request and are implemented. Further agreements on the form in which this information is provided to ProRail can be made in the Access Agreement."

7 New procedure for requesting and using the Time Space Slots Terminal 60, 70 and 80 on the main siding line Theemsweg/Merseyweg (Botlek) (new section 7.3.5.3.6)

I. The following new section is inserted after section 7.3.5.3.5:

"7.3.5.3.6 Procedure Main Siding Line Theemsweg/Merseyweg (Botlek)

ProRail applies the 'Normtijden Botlek Theemsweg-Merseyweg' for access to the Terminal 60, Terminal 70 and Terminal 80 Time Space Slots (main siding line Theemsweg/Merseyweg). These can be found on the [Logistics Portal](#) of ProRail. As part of this procedure, the train's timetable is linked to the Time Space Slot. For requests for access to the Time Space Slots Terminal 60, Terminal 70 and Terminal 80 (main siding line Theemsweg/ Merseyweg), the following information must be supplied both during the timetabling process (timetable and ad hoc phase) and during the order acceptance process:

- *the train number of the arriving and/or departing train*
- *the shuttle details*
- *the departure time to/from the terminal (or the slot time)*
- *the terminal to be operated*

Requests for access to Terminal 60, Terminal 70 and/or Terminal 80 that deviate from the standard times must be substantiated and are assessed by ProRail.

Changing or cancelling a train

When requesting a train change, the railway undertaking must indicate whether this also results in a change to the coupled Time Space Slot. If a train is cancelled, ProRail will assume without notice that the coupled Time Space Slot is also cancelled.

For both the capacity allocation process and the order acceptance process, the access request will not be processed if the above information is not provided."

- II. Section 7.3.5.3.6 *Unused capacity and cancellation of allocated capacity* becomes section 7.3.5.3.7.
- III. The overview '[Standard times Botlek Theemsweg-Merseyweg](#)' shall be added as number 20 to Appendix 6 *List of related documents on the Logistics Portal*, with renumbering of the following items.

8 General Terms & Conditions 2023 (Appendix 5)

The General Terms & Conditions Access Agreement ProRail 2022 (versie 31 May 2020) are replaced with the General Terms & Conditions Access Agreement ProRail 2023.

9 Change to description of publication Provision of GeoData (Appendix 23)

In Appendix 23, part 3 'Description of the publication Provision of GeoData', the description after part 2.1 of the table:

"Provision of real-time GPS/RD data, concerning the ProRail base map, Transfer Facilities, the ProRail Area Classifications and the Reference System."

is completely replaced with:

"Provision of real-time GPS/RD data from Naiade/Infra-Atlas with respect to the ProRail base map, Transfer Facilities, the ProRail Area Classifications and the Reference System. As soon as infrastructural changes are implemented in the mentioned systems, they are immediately communicated through the publication Provision of GeoData."

10 Description of the application FRISO (Flexible Rail Infrastructure Simulation Environment) (Appendix 23)

- I. In Appendix 23, the table to part 36 Description of the application FRISO is replaced entirely with the table below.

FRISO		
1 General information		
1.1	Facility	FRISO is an application that qualifies as a service under category 4 of Annex II to Directive 2012/34/EU.
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2	Description	Through simulation of the train service, FRISO (Flexible Rail Infrastructure Simulation Environment) provides insight into the quality of future and current timetables on a national or local scale. Impact of daily variation and interaction between trains due to infrastructure utilisation, route claims and/or connections can be visualised and quantified.

		<p>FRISO can be used for infrastructure studies, capacity, robustness and safety analyses and innovation studies.</p> <p>FRISO is supplied with a basic dataset with which the timetable for the coming year can be simulated; this dataset is updated on an annual basis.</p>															
3. Description of the facility																	
3.1	Locations	N/A															
3.1.1	Availability	<p>Availability of application: 7 x 24 hours</p> <p>Availability of helpdesk: during working days from 09:00 – 17:00 hours.</p>															
3.1.2	Technical characteristics??	<p>The application is delivered as a stand-alone executable with installer for a recent MS Windows 64 bit environment. The application uses the simulation platform Enterprise Dynamics; access to this platform is granted on the basis of a separate licence. This licence can be supplied (see 4.1 for licence fees) or use can be made of already existing licences.</p> <p>Software requirements</p> <ul style="list-style-type: none"> • Access to simulation platform Enterprise Dynamics Microsoft .NET Framework 4.0 • SQL Server Express 2019: you can also choose to use a separate SQL server. • Microsoft.NET Framework 4.0 • SQL Server Express 2019: you can also choose to use a separate SQL server. In that case, the following two redistributables from the Microsoft® SQL Server® 2012 Feature Pack must be installed (64bit): <ul style="list-style-type: none"> ○ Microsoft® System CLR Types for Microsoft® SQL Server® 2012 ○ Microsoft® SQL Server® 2012 Shared Management Objects <p>When installing FRISO, the interaction with the simulation platform Enterprise Dynamics is automatically included for the purpose of online activation. Activation of the licence is necessary after installation.</p>															
3.1.3	Planned changes	No changes foreseen.															
4. User costs																	
4.1	Information regarding user charge??	<p>The use of this application is subject to a charge of € 4,222 per account (excluding licence fees).</p> <p>The optional licence fees for the simulation platform Enterprise Dynamics are:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Units</th> <th style="text-align: center;">Fee</th> </tr> </thead> <tbody> <tr> <td>System Licence</td> <td style="text-align: center;">Per year</td> <td style="text-align: center;">€ 7,100</td> </tr> <tr> <td>Training</td> <td style="text-align: center;">1 day</td> <td style="text-align: center;">€ 1,300</td> </tr> <tr> <td>Technical Support (Installation and General)</td> <td style="text-align: center;">Per 4 hours</td> <td style="text-align: center;">€ 480</td> </tr> <tr> <td>Other (functional) support</td> <td style="text-align: center;">TBD</td> <td></td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Multiple users can use one software licence. When used by several persons simultaneously, an extra licence is needed. • The FRISO application can be activated by means of a digital key or dongle. • The FRISO application runs on a laptop or desktop and in an intranet environment. • Multiple Training and Support units and appointments on request. 		Units	Fee	System Licence	Per year	€ 7,100	Training	1 day	€ 1,300	Technical Support (Installation and General)	Per 4 hours	€ 480	Other (functional) support	TBD	
	Units	Fee															
System Licence	Per year	€ 7,100															
Training	1 day	€ 1,300															
Technical Support (Installation and General)	Per 4 hours	€ 480															
Other (functional) support	TBD																
4.2	Information regarding discount on the user charge	N/A															
5. User conditions																	
5.1	Legal requirements	An SLA forms part of the Access Agreement; a draft version will be provided on request via Product Management Information & ICT Services (informatiediensten@prorail.nl).															
5.2	Technical requirements made of railway vehicles	N/A															
5.3	Self-provision of rail-related services	N/A															
5.4	IT systems	Recommended hardware configuration:															

		<ul style="list-style-type: none">• Processor: 4 GHz+ Quad (or higher) Core• Memory: 16GB but more is better• Hard disk size: min 20GB available• Operating system: Windows 10• Video: OpenGL® 4.5+ (with 512MB or more) Required software: <ul style="list-style-type: none">• Microsoft® Excel
6. Capacity request		
6.1	Access request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Handling time	Requests will be processed within ten working days.
6.3	Information on capacity availability and temporary capacity restrictions	N/A

- II. In the sentence behind footnote 121 "For FRISO, in addition to a fee, licence costs are charged for the use of Codemeter. See Appendix 23, part 36 for the details", the word *Codemeter* is replaced with "*the simulation platform Enterprise Dynamics*".

ProRail B.V.
Utrecht, June 2022