Supplement 3 to the Network Statement 2020

ProRail has adopted the following supplements and/or amendments to the Network Statement 2020, in accordance with the provisions of Chapter 1.6.2 of this Network Statement.

1 Change to Chapter 2.7 Rolling stock acceptance requirements

The entire text of Chapter 2.7 ("Service licence […..] applicable statutory and essential requirements.") lapses and is replaced by the following paragraphs:

Vehicle licences
The operation of a railway vehicle on the main railway network requires a vehicle licence and the vehicle must be registered in the vehicle register.[1] The Transport Inspectorate, on behalf of the Minister of Infrastructure and Public Works, can issue a temporary user licence for the performance of test runs with railway vehicles on the main railway network.[2] Licences are granted via the European Railway Agency (ERA) or the Transport Inspectorate. The manner in which the Transport Inspectorate involves ProRail in this is laid down in a policy rule.[3]

The admission of railway vehicles is subject to the requirements of the Technical Specifications for Interoperability (TSI) and the Railway Vehicles Service Regulation (Ris). Information about the main railway network can be found in the Infrastructure Register (RINF). Additional information on the main railway network may be required for testing and assessment of requirements. Questions about this can addressed to inzet.railway vehicles@prorail.nl.

Operation and maintenance of railway vehicles
As soon as a rail vehicle is commissioned by a railway undertaking, the latter is responsible for operation and maintenance of the rail vehicle in accordance with the applicable statutory and essential requirements.[4]

Railway vehicles data
ProRail requires data from railway undertakings regarding new and modified railway vehicles, as referred to in Chapter 3.5, Appendix 6 (Section 4.1.4 paragraph 4) and Appendix 8 Section 3. The *Logistics Portal of ProRail* includes a form specifying the data to be provided (Rolling stock characteristics form, version 2 dated 12/12/2014). The completed form can be sent to accountmanagement@prorail.nl.

The railway undertaking is responsible for ensuring that the data relating to the new or modified railway vehicle has been submitted prior to being taken into use. It is possible that the data is already provided by the vehicle supplier during the admissions process.

2 Change to Chapter 2.9 Requirements relating to information provision and Appendix 8

I Under the third bullet, the sentence "The information that the railway undertaking provides on expiry of a certain period of time, and which relates to actual use, traffic and transport during said period (see Appendix 8)." is changed as follows:

"*The information that the railway undertaking provides on expiry of a certain period of time, and which relates to actual use, traffic and transport during said period, in particular for the control of noise emissions (see Appendix 8, Section 3).*"

[1] Section 26q Railways Act
[2] Section 26r Railways Act
[3] Policy rule on the role of the network manager in the admission of vehicles Railways Act 2019
[4] Sections 26k(6) and 26c(1) Railways Act

II The text after the sixth bullet is deleted in its entirety and is replaced with

"*In order to be able to identify the root causes of complex ERTMS (chain) problems in technology, process or operation/use, periodic analyses are carried out jointly by the railway undertaking and the network manager. For these analyses, the railway undertaking will make relevant raw data from railway vehicles (e.g. ARR data, JRU data and RTM data) available to the network manager to the extent permitted by the rolling stock contracts. The infrastructure manager will make the relevant QATS data from the rail vehicles available to the railway undertaking on request. In the event of safety-related malfunctions, the parties will safeguard the data within 24 hours and make it available to the network manager as soon as possible upon request.*"

3 Replace "user licences" with "environmental fire safety permits" (Chapter 3.4.1)

I The text in Chapter 3.4.1 under the heading *Environmental fire safety permits* is replaced entirely with:

Some parts of the railway infrastructure are qualified as structures. Use of these structures can, under the terms of the Environmental Permit (General Conditions) Act, in combination with the Environmental Law Decree and the 2012 Building Decree, require an environmental fire safety permit or occupancy notification. The competent authority can grant the environmental fire safety permit subject to conditions. If an environmental fire safety permit lays down restrictions or conditions that are of importance to the use of the infrastructure by railway undertakings, ProRail will publish those restrictions or conditions in the Network Statement. These documents are available for consultation at ProRail. The limitations and conditions of the permits valid at the start of the timetable belonging to this Network Statement are listed in Appendix 9.

II The text in Chapter 3.4.1 under the heading *Regulations to be agreed upon* is replaced entirely with:

► By entering into the Access Agreement, the railway undertaking accepts the obligation to comply with the notifications and environmental permits for fire-safe use and to refrain from any action that may result in a violation of the applicable regulations. Furthermore, the railway undertaking accepts that ProRail monitors compliance with these obligations. ◄

4 Incorrect reference to the Infrastructure Register in Chapter 3.4.4

In Chapter 3.4.4, the sentence "Further information on safety in railway tunnels is available in the infrastructure register(RINF), see the website of ProRail." is completely deleted.

5 Delete footnote in Chapter 3.6.1 Passenger stations

In Chapter 3.6.1, footnote 48 is deleted with the following text:

With the exception of the passenger platforms on the Noordelijke Nevenlijnen. At the request of the licensing authorities, the Provinces of Groningen and Friesland, ProRail has, before the start of the Accessibility Programme and subject to conditions agreed with the licensing authorities, laid the platform height in Friesland between 730 mm to 790 mm +top of rail, and in Groningen between 785 mm and 825 mm +top of rail. The distance from the edge of the platform to the centre of the track is a minimum of 1650mm and a maximum of 1900mm.

6 Change to hyperlinks in Chapter 3.6.5 Maintenance facilities and Section 3.4 of Appendix 6 "Operational Conditions".

I In Chapter 3.6.5, the hyperlink in the sentence "The details, procedure and tracks on which emergency repair of railway vehicles shall be carried out can be found on the *Logistics Portal of ProRail*." is changed, so that it refers to the following library:

https://prorailbv.sharepoint.com/sites/LogistiekPortaal/LPAlgemeen/Paginas/Reparatiesporen.aspx

II In the subtitle of Appendix 6 to the Operational Conditions Access Agreement 2020, "version 1 April 2019" is replaced with "version 1 November 2019".

III In Section 3.4 of Appendix 6, the sentence "1. The emergency repairs shall be reported in accordance with the 'procedure for carrying out emergency repairs to railway vehicles on the main railway network' (see *Logistics Portal of ProRail*)." is changed, so that it refers to the following library:

https://prorailbv.sharepoint.com/sites/LogistiekPortaal/LPAlgemeen/Paginas/Reparatiesporen.aspx

IV In Section 3.4 of Appendix 6, the sentence "4. The emergency repairs will be carried out within the restrictions of the current environmental permits. The permitted repairs per type of track (process or repair track) are available on the *Logistics Portal of ProRail*". is replaced with

"*4. The emergency repairs shall be carried out within the restrictions of the current environmental permits. The document 'Permitted repairs to rolling stock by type of track', which can be found on the Logistics Portal, states which work on the rolling stock may be carried out on which type of track (process or repair track)*."

7 Change to text on allocation in ad hoc phase (Chapter 4.4.1.5)

The following changes made to Chapter 4.4.1.5:

I The entire paragraph that starts with "Requests for train paths through more than one traffic control area" and ends with […] and/or train characteristics)" is replaced with:

"*Requests for train paths between two or more timetable points (supralocal orders)*
To request a new train path or to modify an existing train path (change to stops, traction form and/or train characteristic), the titleholder will submit an order via the ISVL order system[5] or via the service "Capacity requests and planning & performance information (according to TSI TAF/TAP standard)"."

II The line "*Requests for train movements within one traffic control area*" is replaced with: "*Requests for train movements within one timetable point/railway yard (local orders)*".

III Under the heading "Cancellation of allocated capacity", the text after the first and second bullet is supplemented with the new service Capacity requests and Planning and performance information:

- "*For all passenger trains via ISVL or via the service Capacity requests and Planning and performance information (according to the TSI TAF/TAP standard).*"
- "*For freight trains at the first departure station via RMS Client and at subsequent commercial or logistics departure stations via ISVL or via the service Capacity requests and Planning and performance information (according to TSI TAF/TAP standard).*"

[5] In the second half of 2020, ISVL will be replaced with the successor to the system called ORMAS-Portal.

The same addition is placed after the sentence “Trains that are cancelled as part of […] via ISVL or RMS Client.”:

“*For trains cancelled as part of predefined interventions (see also Chapter 4.8), there is no need to cancel via ISVL, RMS Client or the service Capacity requests and Planning and performance information (according to the TSI TAF/TAP standard).*”

8 Change to Table 4.3 in Chapter 4.4.5 Support systems

The following changes are made to Table 4.3:

I After “Allocation in ad hoc phase”
- “RMS Client see Section 11 of Appendix 23” is changed to “*RMS Client see Section 13 of Appendix 23*”.
- A new line is added under “ISVL see Section 8 of Appendix 23”: “*ORMAS-Portal see Section 11 of Appendix 23 - Application for submitting supralocal requests in the traffic control phase.*”
- “LOA Client see Section 10 of Appendix 23” is changed to “*LOA-Online Client see Section 12 of Appendix 23*.”

II After “Coordination of basic hour pattern, allocation annual timetable and ad hoc phase”
- “TNR see Section 12 of Appendix 23” is changed to “*TNR see Section 14 of Appendix 23*”

9 Supplement to general conditions regarding capacity restrictions (Chapter 4.5.1)

In Chapter 4.5.1, the following explanation is placed in brackets in the sentence after point c following “including the continuity of business processes at railway yards”:

[…] “*(for freight services and rolling stock service and maintenance)*” […].

10 Change to hyperlink in Chapter 4.5.3 Capacity restrictions for works

At Section 1 of Chapter 4.5.3, the hyperlink in the sentence “The principles for programming temporary capacity restrictions are described in the corridor book see the *Logistics Portal of ProRail*” is changed to refer to the following library:

https://prorailbv.sharepoint.com/sites/LogistiekPortaal/LPAlgemeen/Paginas/Spelregels.aspx

11 Change to the text on intervention measures (Chapter 4.8.2)

In Chapter 4.8.2, the text after the third dash “The guideline for delays in case of multiple delays […] and cancelling trains.” is replaced with:

“*The guideline for train-related delays. For each passenger corridor, this guide consists of control objectives, control principles and control frameworks, supplemented by a corridor map with logistic possibilities per node.*”

12 Addition to Chapter 4 of chapter on international adjustment

After Chapter 4.8.4, a new chapter is inserted:

4.8.5 International Contingency Management

If large incidents with significant international impact occur, international coordination of incident management is needed. For international disruptions longer than three days with a high impact on international traffic, the International Contingency Management applies.

Rail freight corridors act as facilitators with respect to the disruption management and the communication process. Together with the infrastructure managers concerned, they have drawn up and published re-routing overviews and operational intervention scenarios. These can be found in the corridor documents, Book 4, Chapter 5 (see also Chapter 1.9 and Chapter 1.10 of this Network Statement). For more information on national intervention measures in the event of international disruptions, see Chapter 4.8.2 and Chapter 4.8.4.

In accordance with the procedures for international intervention, transport operators are informed of disruptions. They are responsible for communicating this information to their clients. How the communication proceeds and how the railway undertaking can contribute to solving the disruption can be read in Chapter 4.2 of the International Contingency Management Handbook. This handbook can be found on the website of RNE. The Customer Information Portal of RNE also contains all the detour routes jointly defined by the infrastructure managers, including the associated infrastructure characteristics.

The International Contingency Management Handbook contains guidelines that aim to maintain train running as much as possible in the event of an international disruption. The handbook describes how stakeholders across Europe are informed in an adequate and transparent way about the status and impact of the disruption. In addition, it defines the international steering and communication processes, in addition to the national processes. In this way, there will be better international cooperation between infrastructure managers and allocation bodies.

Chapter 4.8.5 is renumbered as 4.8.6.

13 Tightening up definition of stabling (Chapters 4.9.1 and 5.3.1.4.1)

I In Chapter 4.9.1, a new footnote is placed after the sentence "The use of tracks for the parking of rolling stock between an arriving train path and an departing train path, where both train paths have a different train number." (under renumbering of the subsequent footnotes), namely:

"*This does not include turning trains that require a different train number due to system requirements*."

II In Chapter 5.3.1.4.1 and in the corresponding Table 1.4 from the List of rail-related services associated with the Network Statement 2020, the description of the stabling service under point 2 ("the use of the aforementioned tracks for the temporary parking of trains between two runs including the use of existing service facilities") scrapped and is replaced with:

"*The use of tracks for the parking of rolling stock between an arriving train path and an departing train path, where both train paths have a different train number. This does not include turning trains that require a different train number due to system requirements*."

14 Change to train path service (Chapter 5.2.1 and Appendix 23)

I In the table, under point a. after ISVL, the following sentence is added: *(according to planning will be replaced by the ORMAS Portal in the course of 2020 and capacity requests through the service Capacity requests, planning & performance information (according to TAF/TAP TSI standard), see Section 18 of Appendix 23.)*

II In the table, the sentence after point k is changed as follows:

"*The provision of planning and performance information on the basis of the TSI TAF/TAP messages via the service Capacity requests, planning & performance information (according to TSI TAF/TAP standard) (see Section 18 of Appendix 23.)*"

III In Appendix 23, the description of the RailMaps application is changed as follows:

1 Description of the RailMaps application

Category	Notes
Application	RailMaps
Function	RailMaps is the ProRail-wide viewer for geographical data. Information on the map can be consulted for a wide variety of objects. There is a special group of preselected map layers for railway undertakings. Some examples of object types that are included in RailMaps: • Railway objects such as points, branch sections (+ maximum local speeds), buffer stops, signals, matrix indicators, buildings with regard to energy supply and refuelling facilities. • Route section videos provide information on structures located on and along the route section, as well as in the immediate surroundings of the railway line. The video images can be used, among other things, for the remote surveillance of local situations. • Topographical data, such as noise barriers, entrance gates, escape doors, tracks (anti-icing, washing area, dismantling pit). Roadrail access points, level crossings, structural works and buildings. • Schematic drawings that can be retrieved via RailMaps (Infra Atlas is the source of these data). • Other data such as slope data, track distances and aerial photographs.
Facility	The information is acquired on the basis of an Internet authorisation. The provision of specific customised data on the functionality of the railway infrastructure is possible from Infra Atlas, see Chapter 5.5.2.1.
Request	If you want to use this ProRail application as a titleholder, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
Delivery time	Available immediately upon request.
Terms of delivery	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). The user accepts the Railmaps disclaimer: https://prorailbv.sharepoint.com/teams/T2017_0069/bieb1/disclaimer.pdf

IV In Appendix 23, the description of the Btd planner application is changed as follows:

8 Description of the Btd-planner application

Category	Notes
Application	Btd planner
Function	In the Btd planner application, the coordination with the parties (contractors/railway undertakings/ProRail) takes place with regard to both incidental withdrawals and volume withdrawals (weekly withdrawals) in the context of the application and allocation process. The BTD planner also provides all relevant information on the status of both weekly and incidental withdrawals. The application can only be used by representatives of the parties that play an active role in the creation of the capacity allocation for management in this process.
Facility	Access to the Btd planner application via an external ProRail account.
Request	If you want to use this ProRail application as a titleholder, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
Delivery time	Two weeks
Terms of delivery	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).

V In Appendix 23, the description of the Btd planner reports application is changed as follows:

9 Description of the Btd planner reports application

Category	Notes
Application	Btd planner reports
Function	The Btd planner reports application reflects the data recorded in Btd planner and allows users to obtain overviews, both for incidental withdrawals and volume withdrawals (weekly withdrawals) for management.
Facility	Access to the Btd planner application via an external ProRail account.
Request	If you want to use this ProRail application as a titleholder, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
Delivery time	Two weeks.
Terms of delivery	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).

VI In Appendix 23, the description of the ISVL application is changed as follows:

10 Description of the ISVL application

Category	Notes
Application	ISVL
Function	Railway undertakings can use the application to request, cancel or change train paths in the final days before performance. Railway undertakings also receive notification of the confirmation or refusal of the train path. Through agreements recorded in ISVL, communication is provided about ProRail's plans to reduce the availability of the infrastructure if this is necessary to carry out repairs to the infrastructure in the short term. In this part, the so-called 'Buta', the initiative lies with ProRail.
Facility	Access to the web-based ISVL application by means of an Internet browser.
Types	The user type (view/change) can be set per employee, according to the customer's specifications.
Request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. • If you have a ProRail account, you can apply for access to an application via IDM.
Delivery time	Indication: 3 to 4 weeks.
Terms of delivery	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).
Costs	This application is provided from the 'train path' service, see Chapter 5.2.1. A graduated scale is used for this service, see Chapter 6.3.1.1). If more accounts are purchased than the number in the graduated scale, additional costs will be charged.

VII In Appendix 23, after the ISVL application, a new application is inserted (with renumbering of the subsequent applications), namely ORMAS Portal:

11 Description of the ORMAS Portal application

Category	Notes
Application	ORMAS Portal (ORder MAnagement System)
Function	Applicants can use the ORMAS Portal to submit requests for train paths in the Netherlands. On the portal, the train paths created by ProRail are shown to the applicants. In addition to the initial requests, the portal can also be used to submit requests for changes to, and cancellation of, train paths offered by ProRail. Capacity requests can be submitted on the portal for the timetable phase, the ad hoc phase and the traffic control phase. The portal is scheduled to become available in the second half of 2020 as a successor to the ISVL order system.
Facility	Access to the ORMAS Portal application via an external ProRail account.
Request	To be determined.
Delivery time	Two weeks.
Terms of delivery	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). This application is provided from the 'train path' service, see Chapter 5.2.1.

VIII In Appendix 23, the description of the LOA Online application is changed as follows:

12 Description of the LOA Online application

Category	Notes
Application	LOA Online
Function	LOA Online is an order system with which railway undertakings request shunting routes and train dispatchers can assess them. This gives both the applicant and the assessor the opportunity to submit and assess requests uniformly. The assessor can also use this application to propose an alternative.
Facility	Access by means of an Internet browser to LOA Online, a web-based application.
Request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM. Companies can conclude an agreement with ProRail for linked user authentication, the so-called ADFS Federations. Employees of companies that meet these requirements log in to their company network and do not need a ProRail account for LOA Online. If you have a ProRail account (or ADFS), you can apply for access to an application via IDM 'LOA Online digital access'.
Delivery time	On request
Terms of delivery	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).

IX In Appendix 23, the description of the RMS Client application is changed as follows:

13 Description of the RMS Client application

Category	Notes
Application	RMS Client (Rail Management System).
Function	RMS Client provides real-time information on the occupation of a number of railway yards as well as the planning for these railway yards during the next 16 hours. Additionally, RMS Client specifies the track characteristics of railway yards forming part of the Betuweroute, such as length and type of track. The railway undertaking will by means of the RMS-GTI function of RMS Client inform ProRail of the current status of the use of the allocated infrastructure paths.
Facility	The user is provided with a username and password to gain access to RMS Client.
Request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
Delivery time	Maximum of 4 weeks after receipt of the request by ProRail.
Terms of delivery	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).
User conditions	The user requires a PC with Internet connection and a recent web browser. Access is limited on the basis of location by means of IP address.

X In Appendix 23, the description of the TNR application is changed as follows:

14 Description of the TNR application

Category	Notes
Application	TNR (train number list)
Function	The TNR application is used for the management of valid train numbers.TNR describes the train numbers that can be used on a specific date by a specific railway undertaking. Domestic train numbers are issued in series. TNR is continuously updated and contains no 'frozen' positions.
Facility	An authorisation[6] with which access is given to the application, and the functionalities that can be used within the authorisation.
Request	Via trainnumbers@prorail.nl
Delivery time	Within five working days
User conditions	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).

XI In Appendix 23, the description of the WLIS application is changed as follows:

15 Description of the WLIS application

Category	Notes
Application	WLIS (Wagon Load Information System)
Function	WLIS is an application intended for the railway undertaking and ProRail in which the status of the departure composition of a freight train can be viewed in real time. WLIS is the new name of an application in which the W-LIS (formerly IGS) and OVGS applications have been merged. In WLIS, transport operators can register the composition of freight trains and the occupancy on railway yards.
Facility	Access to the web-based WLIS application, which runs in a web browser. Access to the WLIS DRA application (this is the Digital Shunting Assistant offered as an application) running on an Apple or Android device.
Types	One user type exists, with authorisation to both consult and change. There is one superuser per railway undertaking. Railway undertakings can themselves generate and/or change new users in the organisation and provide access to the DRA users.
Request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
Delivery time	The creation of a super user account requires approx. 3 to 4 weeks.
Terms of delivery	The operation of WLIS within the set conditions is only guaranteed on EDGE, FireFox and Chrome. 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).

XII The service Planning and performance information (according to TSI TAF/TAP Standard) has been extended with the possibility to submit capacity requests (according to TSI TAF/TAP Standard), the name of the service has therefore been changed to "Capacity requests and planning and performance information (according to TSI TAF/TAP standard)".

[6] An employee can on request be provided with a Cryptocard SoftGrid authentication for login in the ProRail network.

18 Description of Capacity requests and planning and performance information (according to TAF/TAP TSI standard)

Category	Notes
Application	Capacity requests and planning and performance information (according to TSI TAF/TAP standard)
Function	The submission of capacity requests for train paths, the sending of offers of train paths, the changing of train paths and cancellation of train paths, border alignment and the changing and cancellation of train paths by ProRail on the basis of the TAF/TAP TSI messages: • The “Path Request” message (based on Chapter 4.2.2.2 of TSI TAF and 4.2.17.1 of TSI TAP). • The “Path Details” message (based on Chapter 4.2.2.3 of TSI TAF and 4.2.17.2 of TSI TAP). • The “Path Details Refused” message (based on Chapter 4.2.2.5 of TSI TAF and 4.2.17.5 of TSI TAP). • The “Path Confirmed” message (based on Chapter 4.2.2.4 of TSI TAF and 4.2.17.4 of TSI TAP). • The “Receipt Confirmation” message (based on Chapter 4.2.2.8 of TSI TAF and 4.2.17.7 of TSI TAP). • The “Path not available” message (based on Chapter 4.2.2.7 of TSI TAF and 4.2.17.8 of TSI TAP). • The “Path Cancelled” message (based on Chapter 4.2.2.6 of TSI TAF and 4.2.17.6 of TSI TAP). • The “Path Coordination” message (based on European sector agreements). • The “Error” message (based on European sector agreements). The capacity request messages will be implemented in 2020. ProRail receives and sends the messages via the Common Interface and uses the Common Reference Data (Location Codes and Company Codes) in the messages. For each message, ProRail determines which data must be provided by capacity applicants and which data must be sent by ProRail. In addition, ProRail determines per message in which situations it can be used and in which situations it cannot be used. The provision of performance information on the basis of the TSI TAF/TAP messages: • The “Train Running forecast” message (in accordance with Chapter 4.2.4.3 TSI TAF). • The “Train Running information” message (in accordance with Chapter 4.2.4.2 TSI TAF). • The “Train Running Interruption” message (in accordance with Chapter 4.2.5.2 TSI TAF). The messages will be delivered on the basis of the Operational Train Number and will in time be replaced with the Train_ID.
Request	via Product Management Information & ICT Services: informatiediensten@prorail.nl
Delivery time	On request.
Terms of delivery	Communication exclusively takes place between the Common Interface of ProRail the Common Interface of the railway undertaking. 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).

XIII The STS Database service will no longer be offered in 2020 and has therefore been removed from the Network Statement.

15 Correction to data refuelling facility Watergraafsmeer (Chapter 5.3.1.9 and Appendix 21)

I In Table 2.2 Supply of fuel of the List of rail-related services associated with the Network Statement 2020 (belonging to Chapter 5.3.2.4), the following footnote is placed after the name of the service provider, VIVENS:

"*With the exception of the fixed refuelling facility at the Watergraafsmeer Railway yard, which is operated by NedTrain until the mobile refuelling facility at that location is ready. For the use of the fixed refuelling facility, approach the Single Point of Contact of NedTrain.* "

II In Appendix 21, the red dot on the Watergraafsmeer railway yard is replaced with a green one.

16 Change to supporting ICT and Information services (Chapter 5.5 and Appendix 23)

I In Chapter 5.5.1.1, in the table GSM-R Portophone, the following text in the field "description" is deleted: "Operational voice communication (point-to-point via handhelds / walkie-talkies in railway yards or tunnels), data communication (SMS, circuit switched or packet switched for telemetry applications)." and is replaced with:

"*Operational voice communication (point-to-point and group communication via handhelds / walkie-talkies on railway yards or in tunnels). The service Voice Railway Safety is also supported within GSM-R Walkie-Talkies.*"

Also, Table 4.1 in the List of rail-related services is replaced with the following table:

4.1 GSM-R Walkie-Talkies

GSM-R Walkie-Talkies		
1. General information		
1.1	Facility	GSM-R Walkie-Talkies is a facility 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 this Network Statement. The offer is updated annually.
2. Function		
2	Description	Operational voice communication (point-to-point and group communication via handhelds / walkie-talkies on railway yards or in tunnels). The service Voice Railway Safety is also supported within GSM-R Walkie-Talkies. A SIM card is required for connection to the ProRail GSM-R network. ProRail makes SIM cards available.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	n/a
3.1.2	Technical characteristic	Operational voice communication (point-to-point and group communication via handhelds / walkie-talkies on railway yards or in tunnels). The service Voice Railway

		Safety is also supported within GSM-R Walkie-Talkies. A SIM card is required for connection to the ProRail GSM-R network. ProRail makes SIM cards available.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	On request, depending on specific wishes.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The railway undertaking requires appropriate equipment and a SIM card connection to the GSM-R network. Type-approved equipment must be used.
6. Capacity request		
6.1	Access request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	Between two and six weeks for delivery of the GSM-R-SIM card, depending on the service.

A description of the GSM-R Walkie-Talkies application is also added to Appendix 23 (number 21).

II In Chapter 5.5.1.2, in the table Other rail-related GSM-R voice and data, the following text in the field 'description' is deleted: ‘Customisation with regard to Operational group communication or point-to-point communication and alarm communication via handhelds/ walkie-talkies at railway yards.” and is replaced with:

“*Operational voice communication (point-to-point via handhelds / walkie-talkies in railway yards or tunnels), data communication (SMS, circuit switched or packet switched for telemetry applications).*”

Also, Table 4.2 in the List of rail-related services is replaced with the following table:

4.2 Other rail-related GSM-R voice and data

Other rail-related GSM-R voice and data		
1. General information		
1.1	Facility	Other rail-related GSM-R voice and data is a facility that falls 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 this Network Statement. The offer is updated annually.
2. Function		
2	Description	Operational voice communication (point-to-point via handhelds / walkie-talkies in railway yards or tunnels), data communication (SMS, circuit switched or packet switched for telemetry applications). A SIM card is required for connection to the ProRail GSM-R network. ProRail makes SIM cards available.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	n/a
3.1.2	Technical characteristic	The service consists of a SIM card for a walkie-talkie/handheld to be purchased by the railway undertaking. ProRail also provides the necessary network configuration within the GSM-R network.
3.1.3	Planned changes	There are no planned changes.

4. User costs		
4.1	Information regarding user charge	On request, depending on specific wishes.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The railway undertaking requires appropriate equipment and a SIM card connection to the GSM-R network. Type-approved equipment shall be used.
6. Capacity request		
6.1	Access request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	Two weeks for delivery of GSM-R SIM card. Depending on the complexity of the request, the delivery time is a maximum of three months.

A description of the application Other rail-related GSM-R voice and data is also added to Appendix 23 (number 22).

III The following changes are made to Chapter 5.5.2:

- Point 2: "Real-time information on train movements (VIEW type 2 and 3)" is replaced with "*Real-time information on train movements (VIEW - type 3)*."
- Point 8: ORBIT is written in capital letters.
- Point 9: STS Database lapses. The following numbering is changed.
- Point 12: "Information on train service: historic train movements (TOON)" is replaced with "*TOON: information on historic train movements*."
- Added as point 4: "Provision of GeoData" with renumbering of the following services.

IV The table of Chapter 5.5.2.1 in the List of rail-related services (4.3.1 Customised functionality of railway infrastructure via Infra-Atlas) is replaced with the following table:

Customised functionality of railway infrastructure via Infra-Atlas		
1. General information		
1.1	Facility	Provision of customised railway infrastructure data via Infra-Atlas is a service that falls 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 this Network Statement. The offer is updated annually.
2. Function		
2	Customised functionality of railway infrastructure via Infra-Atlas	Supply of specific information on the functionality of railway infrastructure from Infra Atlas This may concern a specific question about a cross-section or a question not described in the IRS IAUF (Interface Requirement Specification- Infra Atlas Wxchange Format).
3. Description of the facilities		
3.1	Locations	n/a

3.1.1	Availability	On request, depending on specific wishes
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	On request, depending on specific wishes.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	One or more data files (text files)
6. Capacity request		
6.1	Access request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	Within ten working days
6.3	Information on capacity availability and temporary capacity restrictions	n/a

D In the name of the table under Chapter 5.5.2.2, the words 'type 2' are deleted. The following text in the field “description” is also deleted: “VIEW subscriptions to a Post 21 workplace (VIEW type 2).” The following description is added:

“*Real-time information on train movements and infrastructure conditions in the Netherlands. VIEW also makes deviations in the planning visible, provides information on all traffic and can zoom in on regional and route section level.*”

In addition, in Table 4 of the List of rail-related services, 4.3.2 Real-time information on train movements (VIEW type 2 and 3) is replaced with the following table:

4.3.2 Real-time information on train movements (VIEW type 3)

Real-time information on train movements (VIEW type 3)		
1. General information		
1.1	Facility	Real-time information on train movements (VIEW type 3) is a service that falls 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 this Network Statement. The offer is updated annually.
2. Function		
2	Description	VIEW provides real-time information on train movements and infrastructure conditions in the Netherlands. VIEW also makes deviations in the planning visible, provides information on all traffic and can zoom in on regional and route section level. VIEW type 3 provides access to VIEW via an OCCR workplace

3. Description of the facilities		
3.1	Locations	A railway undertaking can only acquire a VIEW subscription if it is a member of the OCCR tenants association and has a workplace at the OCCR.
3.1.1	Availability	On request
3.1.2	Technical characteristic	VIEW only works with a JAVA version that supports JNLP. A version that also works without JNLP will become available in the course of 2020.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	This service is subject to a user charge.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The data is provided via the intranet.
6. Capacity request		
6.1	Access request	ProRail – request via Product Management Information & ICT Services (informatiediensten@prorail.nl)
6.2	Response to the request	Within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

VI The table of Chapter 5.5.2.3 in the List of rail-related services, (4.3.3 Planning and performance information (according to NL standard)) Is replaced with the following table:

Planning and performance information according to NL standard		
1. General information		
1.1	Facility	Planning and performance information (according to NL standard) is a service that falls under Category 4 of Annex II to EU Directive 2012/344
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of this Network Statement. The offer is updated annually.
2. Function		
2	Description	Provision of real-time traffic plan data, related changes to the train service and performance information. The message flow provides the user with a direct view of operations.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	This service is subject to a user charge.

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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The data is provided via the intranet.
6. Capacity request		
6.1	Access request	Request via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	Within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

VII The table of Chapter 5.5.2.4 in the List of rail-related services, (4.3.4 View VOS (traffic control support system)) is replaced with the following table:

View VOS (traffic control support system)		
1. General information		
1.1	Service	View VOS is a facility 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	Description	The service offers railway undertakings a view functionality in the VOS traffic control system, making it possible to monitor the course of train services.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request.
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	This service is subject to a user charge.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	Access to the View VOS application via een citrix account, after which the view screens appear.
6. Capacity request		

View VOS (traffic control support system)		
6.1	Access request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Response to the request	Within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

VIII The table belonging to List of rail-related services in Chapter 5.5.2.5 (4.3.5 SpoorRadar) is replaced with the following table:

SpoorRadar		
1. General information		
1.1	Service	SpoorRadar is a facility 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	Description	A view function in the SpoorRadar system provides real-time insight into the current situation of possessions, the punctuality of passenger train services and freight trains. The various subjects are graphically shown on separate maps and dashboards.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request.
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	SpoorRadar is free of charge.
4.2	Information regarding discount on the user charge	n/a
5. User conditions		
5.1	Legal requirements	The user accepts the disclaimer on making use of SpoorRadar. SpoorRadar is also offered to titleholders who are not qualified as railway undertakings.
5.2	Technical requirements made of rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	Access to the SpoorRadar application via a citrix account.
6. Capacity request		
6.1	Access request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account:

SpoorRadar		
		• If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Response to the request	Delivery within one week.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

IX In Chapter 5.5.2.6, the first sentence "Train Information System" (TIS) […] railway undertakings." is replaced with:

"*Train Information System*" *(TIS) is a web application that provides insight into real-time information on international train movements and is made available by RailNetEurope to infrastructure managers and railway undertakings.*"

X The table belonging to List of rail-related services in Chapter 5.5.2.7 (4.3.7 RouteLint) is replaced with the following table:

RouteLint		
1. General information		
1.1	Service	RouteLint is a facility 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	Description	RouteLint provides the driver with dynamic trip information on the current track occupation on his route. As a result, the driver receives data on trains that are running ahead and the train behind it that is being obstructed. RouteLint also provides information on inserting, branching and intersecting trains and the current delay of the trains on the route.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request.
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	This service is subject to a user charge.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a

RouteLint		
5.4	IT systems	Provision of the RouteLint Interface to provide the driver with real-time information on his route. The information can be accessed in 2 ways: via RouteLint data or via a RouteLint app on the device made available by the railway undertaking.
6. Capacity request		
6.1	Access request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Response to the request	Within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

XI In Chapter 5.5.2.8, ORBIT is written in capital letters. The table in the List of rail-related services (4.3.8 ORBIT) is replaced with the following table:

ORBIT		
1. General information		
1.1	Service	ORBIT is a facility 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	Description	ORBIT gives the driver a warning when he is approaching a red signal, buffer stop or stop sign in the centrally controlled area too fast. The service consists of the supply of: 1. Application on the hardware in the train. 2. Orbit monitoring reports 3. Daily provision of the ORBIT performance data. 4. Implementation of the relevant rolling stock data at the request of the transport operator 5. The possibility to switch off the sound on the train at the request of the transport operator.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request.
3.1.2	Technical characteristic	Railway undertakings arrange hardware in the train. The hardware (On Board Unit) is available as a catalogue item from Strukton.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	This service is subject to a user charge.
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).

ORBIT		
5.2	Technical requirements made of rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	n/a
6. Capacity request		
6.1	Access request	ProRail – request via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	Within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

XII Chapter 5.5.2.9 STS Database and Table 4.3.9 in the List of rail-related services are deleted in their entirety. The following paragraphs/tables are renumbered.

XIII The table of Chapter 5.5.2.10 in the List of rail-related services (4.3.10 MTPS (Rolling Stock and Train Position Service) is replaced with the table below:

MTPS (Rolling Stock and Train Position Service)		
1. General information		
1.1	Service	MTPS (Rolling Stock and Train Position Service) is a facility that falls 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	Description	The supply of real-time data on train positions on the basis of train detection systems. If a railway undertaking itself provides GPS positions to ProRail, this data is enriched by ProRail and the resulting train and rolling stock positions are made available.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request (indication: 1 to 2 months).
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	The use of MTPS is free of charge.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The user requires a PC with Internet connection and at least Explorer 5.
6. Capacity request		

MTPS (Rolling Stock and Train Position Service)		
6.1	Access request	ProRail – request via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	Within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

XIV In Chapter 5.5.2.11, the full text in the "description" field is deleted from the table Information on train service performance: customised reports, provision of data and analyses:
"Customised reports: reports in line […] along with an explanation thereof."
and is replaced with:

- "*Customised reports: reports in line with client requirements on the traffic performance of the own train service (punctuality, connections, cancellation and registered causes of delays). The customised report can include comparisons in terms of location and time, for example.*
- *Customised data provision: receipt of customised data on the performance of the own train service.*
- *Customised analyses: receipt of analyses on the own train service, establishing a relationship between the causes and consequences of traffic performance, punctuality and connections, along with an explanation thereof."*

The table of Chapter 5.5.2.11 in the List of rail-related services (4.3.11 Information on train service performance: customised reports, provision of data and analyses) is replace with the following table:

Information on train service performance: customised reports, provision of data and analyses		
1. General information		
1.1	Service	Train service performance - customised reports, provision of data and analyses is a service that falls 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	Description	• Customised reports: reports in line with client requirements on the traffic performance of the own train service (punctuality, connections, cancellation and registered causes of delays). The customised report can include comparisons in terms of location and time, for example. • Customised data provision: receipt of customised data on the performance of the own train service. • Customised analyses: receipt of analyses on the own train service, establishing a relationship between the causes and consequences of traffic performance, punctuality and connections, along with an explanation thereof.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request.
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	On request, depending on specific wishes.
4.2	Information regarding discount on the user charge	n/a

Information on train service performance: customised reports, provision of data and analyses		
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The user requires a PC with Internet connection and at least Explorer 5.
6. Capacity request		
6.1	Access request	ProRail – request via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	Within ten working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

XV In Chapter 5.5.2.12, the name of the service is changed into "*TOON: information on historic train movements* ". Changes are made in the table title and in the "service" field (1.1). The description "The display of operational data of trains (linked to train number): where and when has a train run (at section level). The conditions of infrastructural elements are also shown." lapses and is replaced with the following sentence:

"*TOON makes it possible to review historic train movements in relation to the actual infrastructure situation (signal aspect, switch position, route) at a certain point in time at a certain location."*

The table of Chapter 5.5.2.3 in the List of rail-related services, (4.3.12 Information on historic train movements (TOON)) Is replaced with the following table:

TOON: Information on historic train movements		
1. General information		
1.1	Service	TOON: information on historic train movements is a facility that falls 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	Description	TOON makes it possible to review historic train movements in relation to the actual infrastructure situation (signal aspect, switch position, route) at a certain point in time at a certain location.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request.
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	This service is subject to a user charge.

TOON: Information on historic train movements		
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The user requires a PC with Internet connection and at least Explorer 5.
6. Capacity request		
6.1	Access request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Response to the request	Within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

XVI In Chapter 5.5.2.13, the text in the field 'Service' "The provision of measurement data from Quo Vadis and Hotbox systems [….] 22 Hotbox locations." is replaced with:

"*The provision of measurement data from Quo Vadis and Hotbox systems is a facility that falls under Category 4(b) of Annex II to EU Directive 2012/34. The measurement data refer to the forces and temperatures of wheels and axles. The railway undertaking can use this data for preventive maintenance of its rolling stock and for steering and controlling its operating processes. Measurements are taken at 45 Quo Vadis and 31 Hotbox locations.*"

The text in the field "Description" lapses and is replaced in its entirety with:

"*The service is available in 3 variants:*

- *Provision of high values.*
  Via an email message with Excel file. The data is available at soonest one day after measurement and at latest 5 days after measurement.
- *Provision of all measurement data.*
  Via a subscription to a FTP server where the raw measurement data is prepared in XML format. This applies to rolling stock provided with RFID tags. For rolling stock provided with RFID tags, the data are available within minutes. In case of trains without tag, the data is available at soonest one day after measurement and at latest 5 days after measurement.
- *Customised reports. Delivery depends on wishes.*

More product information about Quo Vadis is available at materieelimpact@prorail.nl."

The table of Chapter 5.5.2.13 in de List of rail-related services (4.3.13 Quo-Vadis and Hotbox systems) is replaced with the following table:

The provision of measurement data from Quo Vadis and Hotbox systems		
1. General information		
1.1	Service	The provision of measurement data from Quo Vadis and Hotbox systems is a service that falls under Category 4 of Annex II to EU Directive 2012/34.The measurement data refer to the forces and temperatures of wheels and axles. The railway undertaking can use this data for preventive maintenance of its rolling stock and for steering and controlling its operating processes. Measurements are taken at 45 Quo Vadis and 31 Hotbox locations.
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	The system is available in 3 variants: • Provision of high values. Via an email message with Excel file. The data is available at soonest one day after measurement and at latest 5 days after measurement. • Provision of all measurement data. Via a subscription to a FTP server where the raw measurement data is prepared in XML format. This applies to rolling stock provided with RFID tags. For rolling stock provided with RFID tags, the data are available within minutes. In case of trains without tag, the data is available at soonest one day after measurement and at latest 5 days after measurement. • Customised reports. Delivery depends on wishes. More product information about Quo Vadis is available at materieelimpact@prorail.nl.
3. Description of the facilities		
3.1	Locations	Measurements are taken at 45 Quo Vadis and 31 Hotbox locations.
3.1.1	Availability	On request
3.1.2	Technical characteristic	a) Provision of high values list A daily list of trains of the relevant railway undertaking that have been measured with higher wheel and axle load values. The list provides the train number, location and time of the measurement, the axle number, side of the wheel (left or right), the measured speed and the measured values. This variant is offered actively and free of charge to railway undertakings. b) Provision of all measurement data An overview (daily or nearly real time) of all measurement data of trains of the relevant the railway undertaking. This includes the following information: • peak force • axle load • skew load • train weight • train speed • temperature of the running surface of the wheels and axle boxes c) Customised reports
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	On request, depending on specific wishes.
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).

The provision of measurement data from Quo Vadis and Hotbox systems		
5.2	Technical requirements made of rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	n/a
6. Capacity request		
6.1	Access request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Response to the request	a) within one month of request b) two to three months of request c) depending on requirements
6.3	Information on capacity availability and temporary capacity restrictions	n/a

XVII The table of Chapter 5.5.2.14 in the list of rail-related services (4.3.12 4.3.14 Sherlock) is replaced with the table below:

Sherlock		
1. General information		
1.1	Service	Sherlock is a facility that falls under Category 4(b) 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	Description	Sherlock is a software tool that supports users with train performance analysis. The tool collect realisation data from various sources terms and combines these wherever possible. Sherlock includes data on punctuality, train characteristics, rail use, signal passages and intervention measures. Various algorithms serve to enrich the data and provide clarification wherever possible. This helps users to gain an integral view of the (train) performance. Sherlock undergoes continuous development and no guarantee can be given as regards the completeness, availability and reproducibility of the incorporated data.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	Availability of application: 7x24 hours (subject to fixed periods for maintenance and disasters, which are yet to be determined).
3.1.2	Technical characteristic	Access to the Sherlock application via an external ProRail account.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	On request, depending on specific wishes.
4.2	Information regarding discount on the user charge	n/a
5. User conditions		
5.1	Legal requirements	The conditions of the disclaimer must be accepted using Sherlock for the first time.
5.2	Technical requirements made of rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	The user requires a PC with Internet connection and at least Explorer 5.

Sherlock		
6. Capacity request		
6.1	Access request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account: • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Response to the request	Within five working days
6.3	Information on capacity availability and temporary capacity restrictions	n/a

XVIII A new table 5.5.2.4, called “Provision of GeoData”, is inserted with renumbering of the following tables. This table is also be included in the List of rail-related services.

Provision of GeoData.		
1. General information		
1.1	Service	GeoData is a facility under Category 4 of Annex II to EU-Richtlijn 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	Description	Provision of current GPS/RD data, concerning the ProRail base map, Transfer, the ProRail Area Classifications and the Reference System. The message flow provides the user with a direct view of the infrastructure.
3. Description of the facilities		
3.1	Locations	n/a
3.1.1	Availability	On request
3.1.2	Technical characteristic	n/a
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	No extra costs.
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 rolling stock	n/a
5.3	Self-provision of rail-related services	n/a
5.4	IT systems	n/a
6. Capacity request		
6.1	Access request	Request via Product Management Information & ICT Services (informatiediensten@prorail.nl).

Provision of GeoData.		
6.2	Response to the request	Within 5 working days.
6.3	Information on capacity availability and temporary capacity restrictions	n/a

In Appendix 23, a table Provision of Geodata (with renumbering of the following tables) is also inserted as number 4.

4 Description of the service Provision of GeoData

Category	Notes
Application	Provision of GeoData.
Function	Provision of current GPS/RD data, concerning the ProRail base map, Transfer, the ProRail Area Classifications and the Reference System. The message flow provides the user with a direct view of operations.
Facility	The data is provided via the intranet.
Request	Request via Product Management Information & ICT Services (informatiediensten@prorail.nl).
Delivery time	Two weeks.
Terms of delivery	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).

17 Change to performance scheme (Appendix 26)

Appendix 26 Performance scheme of Chapter 6.5 lapses in its entirety and is replaced with the following text:

Appendix 26 Performance scheme (Chapter 6.5)

ProRail applies the performance scheme detailed in this appendix to railway undertakings active in the freight and passenger transport market segments. The performance scheme encourages railway undertakings and ProRail to minimise disruption and improve the performance of and on the main railway network. The scheme consists of a general part applicable to all railway undertakings and is divided into specific parts for the passenger and freight market segments respectively.

ProRail reports on the realised performances, as well as the resulting surcharges or discounts, in the manner as detailed in the various parts of the scheme. In addition, ProRail annually publishes the average performance level per market segment.

The components of the performance scheme are laid down in the Access Agreement.

1 Performance scheme complaints procedure

- Complaints and disputes regarding the implementation of the performance scheme agreed in the Access Agreement will be handled in accordance with the General Regulations on the Settlement of Complaints and Disputes.
- A party to the Access Agreement that is of the opinion that the other party to the agreement does not (properly) fulfil the performance scheme and that its complaint should be handled with urgency, can invoke application of the 'Performance scheme complaints procedure'.
- The complainant will submit the request for application of the 'Performance scheme complaints procedure' in writing to ProRail within 5 working days of receiving the information or documentation that gave rise to the complaint.
- The complaint will be handled by an impartial chairman designated by ProRail with the approval of the complainant. ProRail and the complainant will provide the chairman with the information that they consider necessary. The chairman will consult with both parties, at least once in each other's presence.
- After hearing the parties, the chairman will assess the urgent nature of the complaints procedure and will (if urgency applies) release a written opinion on the complaint within 10 working days.
- The complaint is satisfactorily resolved when both parties agree to the resolution in accordance with the decision by the chairman. Any party that is of the opinion that the complaint is not satisfactorily resolved will inform the other party thereof within 10 working days of the opinion of the chairman, after which the handling will be continued in accordance with the General Regulations on the Settlement of Complaints and Disputes, applicable from Article 1, Paragraph 4.
- On the application of this 'Performance scheme complaints procedure', the time periods stated in the General Regulations on the Settlement of Complaints and Disputes will be suspended until 10 working days after the chairman has released his opinion.
- This 'Performance scheme complaints procedure' constitutes the dispute regulation as referred to in Directive 2012/34/EU, Annex VI, Section 2.g.

1. Schemes for specific market segments

Schemes for the passenger and freight transport market segments are described in the paragraphs below. These schemes do not have a financial component in the form of bonuses and penalties, but aim, by measuring, discussing and publishing the values of specific indicators per railway undertaking, to encourage railway undertakings to improve performance on these indicators. The same applies to ProRail's performance on the specific indicators that apply to the network manager.

For the publication of the performance indicators on the Logistics Portal, an exception is made to the provisions of Article 6 of the General Terms & Conditions relating to confidentiality. The values of the agreed performance indicators for this performance scheme for each railway undertaking and the infrastructure manager are not considered confidential. ProRail also publishes the average realised values on its website.[7]

1.1 Schemes for the passenger transport market segment

ProRail will in the Access Agreement with the railway undertaking agree on a scheme that concerns:

1. Rolling stock defects
2. Delivered train paths

1.1.1 Rolling stock defects

Objective

[7] Article 11i(4) Implementation Directive 2012/34/EU on establishing a single European railway area.

The 'rolling stock defects' section of the performance scheme aims to reduce the number of defects in railway vehicles or to encourage the railway undertaking to repair rolling stock defects as quickly as possible.

Indicator
The number of defects in railway vehicles of the railway undertaking per 100,000 train kilometres driven in a given timetable year.

Starting points
The railway undertaking strives in 2021 to achieve an improvement in the value of the indicator compared to:

- The lowest value of the indicator of the railway undertaking in question in the past 3 years (2017 - 2019).
- The standard value of the indicator of the passenger transport market segment. The standard value is determined by the average realised value of the indicator over the past 3 years (2017 - 2019).

Monitoring and discussion regime
Before commencement of the 2021 timetable, ProRail will publish on the Logistics Portal:

- The lowest value of the indicator per railway undertaking in the period 2017 - 2019.
- The standard value of the passenger transport market segment calculated on the basis of the average for the period 2017 - 2019.

After the end of the 2021 timetable, ProRail will publish on the Logistics Portal:

- The realised value of the indicator per railway undertaking in the year 2021.
- The realised value of the passenger transport market segment in the year 2021. This average realised annual value is also published on the ProRail website.[8]

If a railway undertaking has been active on a particular route for less than three years, the actual figures used are determined in consultation prior to the scheduling year. This will be stated with the publication.

1.1.2 Delivered train paths

Objective
The 'delivered train paths' section of the performance scheme aims to increase the proportion of train paths supplied by ProRail in relation to the total number of train paths agreed with the railway undertaking.

Indicator
The percentage of train paths delivered in relation to the train paths agreed with the railway undertaking in a given timetable year.

Starting points
For each railway undertaking, ProRail strives to improve the value of this indicator in 2021 compared to 2020.

Monitoring and discussion regime
At the end of the 2021 timetable, ProRail will publish the value of the indicator per railway undertaking on the Logistics Portal. This average realised annual value is also published on the ProRail website.[9]

1.2 Schemes for the freight transport market segment

[8] Article 11i(4) Implementation Directive 2012/34/EU on establishing a single European railway area.
[9] Article 11i(4) Implementation Directive 2012/34/EU on establishing a single European railway area.

ProRail will agree with the railway undertaking on a scheme that concerns:

1. Departure punctuality of freight trains
2. Client nuisance as a result of infrastructure or third party failures
3. Train running in accordance with the timetable offered

1.2.1 Departure punctuality of freight trains

Objective
The aim of the 'Departure punctuality of freight trains' scheme is to improve the service provided to the client (timely transport). Within the EU, the process behind this indicator is perceived as insufficient and there is an urgent need for improvement. For maximum compliance with the European process, the same performance indicator is used, with punctuality measured in relation to the original plan with a maximum delay of 30 minutes. The original plan refers to the Donna transfer to Traffic Control systems. After a baseline measurement in November 2019, the target for 2021 will be set and included in the Access Agreement.

Starting points
- Railway undertakings are the “owners” of this performance indicator. This ownership means that they will initially make the effort (analysis) to improve this performance.
- Reporting of this performance indicator is provided by ProRail on a monthly basis.

Monitoring and discussion regime
- According to standard process to achieve the objective: measurement, analyse causes of delay, define measures, implementation, monitoring, intervention if necessary.
- A maximum of five regular trains (running at least three times a week) per railway undertaking per quarter, to be determined in consultation.

1.2.2 Client nuisance due to infrastructure, system or third-party failures

Objective
The aim of the 'Client nuisance due to infrastructure, system or third-party failures' scheme is to reduce the impact of failures on the freight process. This indicator indicates whether and how many trains must be rerouted as a result of such failures and how many trains have been cancelled.

The performance indicator is used to measure how many trains are rerouted and the time impact this has on transport and to measure how many trains have been cancelled as a result of a failure. After a baseline measurement in November 2019, the target for 2021 will be set.

Starting points
- ProRail is the “owner” of this performance indicator. This ownership means that ProRail will initially make the effort (analysis) to improve this performance.
- Reporting of this performance indicator is provided by ProRail on a monthly basis.

Monitoring and discussion regime
- According to standard process to achieve the objective: measurement, analyse causes of delay, define measures, implementation, monitoring, intervention if necessary.

1.2.3 Train running in accordance with the timetable offered

Objective
The purpose of the 'Train running in accordance with the timetable offered' scheme is to ensure that trains run in accordance with the allocated timetable. This results in less nuisance and therefore a more feasible plan on the combined network and at the points where freight trains enter and exit the combined network.

The performance indicator is measured on the basis of yellow signal passages on the relevant axes where many freight trains and passenger trains make joint use of the infrastructure.

After a baseline measurement in November 2019, the target for 2021 will be set.

Starting points

- Railway undertakings are the "owners" of this performance indicator. This ownership means that they will initially make the effort (analysis) to improve this performance.
- Reporting of this performance indicator is provided by ProRail on a monthly basis.

Monitoring and discussion regime
According to standard process to achieve the objective: measurement, analyse causes of delay, define measures, implementation, monitoring, intervention if necessary.

18 Add hyperlink to Silent Wagon Database (Chapter 6.4.5.1)

In Chapter 6.4.5.1 and Chapter 6.4.5.2, the following sentence is added after "If a wagon is included in the Silent Wagon Database […] recorded in SWDB.":

"*Data on retrofitted freight wagons can be submitted via the Single-Entry-Point (SEP).*"

19 Bandwidth indicator stabling service (Chapter 6.6.2.1)

Chapter 6.6.2.1 contains the original values of these indicators. When the final Network Statement 2020 was published in December 2018, the compilation of the service indicator was erroneously not adapted to the new calculation method for the compilation of the service (compared to the draft Network Statement 2020). The value of this indicator should be: 0.0368.

20 Model Access Agreement 2020 and General Terms & Conditions (Appendix 5)

The General Terms & Conditions Access Agreement ProRail 2020 (version 1 July 2018) are replaced with General Terms & Conditions Access Agreement ProRail 2020 (version 1 July 2019). For this, see the appendix to this supplement.

21 Planning norms available on the Logistics Portal (Appendix 6, Operational Conditions)

I In Section 1.1 Route scheduling responsibilities of the Operational Conditions, the sentence "The railway undertaking will also test a self-produced draft planning against the applicable planning standards, see Appendix 23 to the Network Statement." are replaced with:

"*The railway undertaking will also test the applicable planning standards, which can be found on the Logistics Portal of ProRail, if it provides the draft planning itself.*"

II In Section 5.4, Provision of information, footnote 115 is changed to "*See the Logistics Portal of ProRail*"

22 Change to text Section 2.1.1 Content of orders (Appendix 6, Operational Conditions)

I In Section 2.1.1 Content of orders, the first paragraph "As described in Chapter 4.4.1.5 […] a traffic control area." is replaced with the following text:

"*As described in Chapter 4.4.1.5 of the Network Statement, a distinction is made between orders for train paths between two or more timetable points (supralocal orders) and orders for train paths within a timetable point (local orders).*"

II The sentence "An order for a train path passing through more than one traffic control area contains the following data:" is replaced with "*A supralocal order contains the following data:*"

III The sentence "An order for a train path that passes through a traffic control area contains the following data:" is replaced with "*A local order contains the following data:*"

23 Change to text Section 2.1.4 Use of tracks on Venlo railway yard (Appendix 6, Operational Conditions)

I The sentence above the table in Section 2.1.4 "If the railway undertaking does not […] inform the Rail Control Centre." is replaced with:

"If the railway undertaking does not realise its departure time (CCA area), and nuisance arises, Traffic Control will initiate the warning procedure and inform the Rail Control Centre."

II In the table, an asterisk is placed behind the phrase "Shunting with undetected stock not permitted" with the following specification:

"*As part of the implementation of the current plan by ProRail Traffic Control, other than as part of rerouting, ProRail Traffic Control can assess the feasibility of the requested capacity request with regard to the shunting of undetected stock after the submission of a supralocal or local order request by a titleholder.*"

24 Change to text Section 2.2 Use of locally controlled areas (Appendix 6, Operational Conditions)

I In the first sentence of this chapter, the following explanation is inserted after the phrase "shunting or train movements": "*within a locally controlled area*".

II Behind the last sentence of the first bullet – "A single route is always run in one direction." is added:

"*A route must always be requested from the responsible signalmen.*"

III The second paragraph, "As soon as a driver has completed […] in accordance with the request." is changed into:

'*As soon as a driver has completed a single route entirely within a locally controlled area, the driver will report to the signalman that the requested use has ended and whether any stock remains at the track starting point."*

IV The third paragraph, "A single route that starts in a locally controlled area and ends in a centrally controlled area shall be requested (a so-called Local Order Request) from the signalmen for both areas before such a movement may take place. The same rule applies to a movement in the reverse direction." is deleted entirely.

D In the fourth paragraph, “On completion of the use […] on which tracks vehicles have been stabled.” the following phrase is deleted: “, which tracks in the slot are vacant and unobstructed,”.

25 Changes to station names (Appendix 25, Stations)

In Appendix 25, the following station names are changed:

- Amersfoort is replaced with Amersfoort Centraal
- Delft Zuid is replaced with Delft Campus
- Eindhoven is replaced with Eindhoven Centraal

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