Supplement 4 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 of this Network Statement.

1 Braking tables (2.4)

Chapter 2.4 Operational Conditions is changed as follows:

I. In Chapter 2.4, following the regulations to be agreed upon ► *ProRail wishes to make arrangements in an access agreement [...] Operational Conditions to be agreed upon as set out in Appendix 6* ◄ the following sentence is added:

"In addition to the Operating Conditions set out in Appendix 6, the following applies:"

II. The following text is inserted after the 'language' paragraph:

Braking tables
Based on Article 4.2.2.6.2 of the OPE TSI, ProRail will make available the braking tables already in use. These braking tables (and the associated regulations) have been removed from the Rail Traffic Regulations with effect from 1 April 2020.[1]

Braking table	**1**				**2**				
	1.1[1)]	**1.2[2)]**	**1.3[3)]**	**1.4[4)]**	**2.1[1)]**	**2.2[2)]**	**2.3[3)]**	**2.4[4)]**	**Speed in km/h:**
Braking percentage in %	30	30	30	30	39	39	39	39	30
	30	30	30	30	46	46	46	46	35
	30	30	30	30	54	54	54	54	40
	30	30	30	30	54	54	54	54	45
	30	30	30	30	54	54	54	54	50
	36	36	36	36	54	54	54	54	55
	46	46	46	46	56	56	56	56	60
	46	46	46	46	56	56	56	56	65
	46	46	46	46	56	56	56	56	70
	46	46	46	46	56	56	56	56	75
	54	54	54	54	65	65	65	65	80
	54	54	54	54	65	69	72	72	85
	55	55	55	55	65	69	72	72	90

[1] See Government Gazette 2020, 14353

Braking table	1				2				
	1.1[1)]	1.2[2)]	1.3[3)]	1.4[4)]	2.1[1)]	2.2[2)]	2.3[3)]	2.4[4)]	Speed in km/h:
	56	59	62	63	69	73	76	76	95
	65	69	72	–	75	79	83	–	100
	69	73	76	–	–	–	–	–	105
	76	80	84	–	–	–	–	–	110
	83	88	92	–	–	–	–	–	115
	91	96	100	–	–	–	–	–	120
	102	–	–	–	–	–	–	–	125
	113	–	–	–	–	–	–	–	130
	113	–	–	–	–	–	–	–	135
	119	–	–	–	–	–	–	–	140
	129	–	–	–	–	–	–	–	145
	139	–	–	–	–	–	–	–	150
	149	–	–	–	–	–	–	–	155
	160	–	–	–	–	–	–	–	160

Reading guide

- Braking table 1 (subdivided into columns 1.1 to 1.4) applies to all route sections except those mentioned in braking table 2.
- Braking table 2 (subdivided into columns 2.1 to 2.4) applies to the route sections Nuth – Haanrade and Heerlen – Schin op Geul.

Notes

1) Applies to all trains with the exception of those mentioned under 2, 3 and 4.
2) Applies to freight trains with the brake in position P and a train length, excluding the leading traction units, of > 500 metres and ≤ 600 metres.
3) Applies to freight trains with the brake in position P and a train length, excluding the leading traction units, of > 600 metres and ≤ 700 metres.
4) Applies to freight trains with the brake in position G, irrespective of train length.

In the application of this braking table, the rules and calculation methods set out in Articles 9 to 22 and Annex 3 of the Rail Traffic Regulations as in force on 31 March 2020 shall apply (https://wetten.overheid.nl/BWBR0017707/2019-10-01).

2 Points of attention for the environment permit (3.4.3)

In Chapter 3.4.3 'Restrictions due to dangerous goods', the sentence

"For the purpose of the timetable, ProRail's Logistics Portal publishes the environmental checklist, which includes all the railway yards where, to date, it is legally permitted to shunt dangerous goods relevant to external safety."

is changed to:

"For the purpose of the timetable, ProRail's Logistics Portal publishes the Environmental Checklist and, at railway yard level, the documents 'Points of attention for the environment permit'." The Checklist includes all the railway yards where, to date, shunting with dangerous goods relevant to external safety is permitted by law. The 'Points of attention for the environment permit' documents outline the contents of the environmental permit for each railway yard."

3 Operational Conditions (3.6.5 and Appendix 6)

I. In Chapter 3.6.5 Maintenance facilities, repairs are also added to the regulations to be agreed:

"ProRail has defined further provisions for the performance of emergency recovery of and *repairs* to rail vehicles on the main railway network in Section 3.4 of Appendix 6 'Operational Conditions' and intends to include these in the Access Agreement. The details, procedure and tracks on which emergency recovery and *repairs* to railway vehicles will be carried out can be found on the Logistics Portal of ProRail.

II. In Appendix 6 Operational Conditions, in Section 2.1.4 Use of tracks at Venlo railway yard, the first sentence, "The following general rules apply to the use of Venlo railway yard:" is changed as follows:

"During work on the third track between Zevenaar Grens and Oberhausen which is announced by DB Netze and where at least 30 trains a day are affected, the following rules apply to the use of tracks at Venlo railway yard:'.

III. In Appendix 6 'Operational Conditions', the title of Section 3.4 is changed to 'Emergency recovery of *and repairs to* railway vehicles on the main railway network'.

IV. The whole content of Section 3.4 is deleted and replaced by the following text:

Emergency recovery of and repairs to railway vehicles on the main railway network will be carried out by a company holding a valid ILT certification for this work. On the basis of Article 10(??) 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 recovery and repairs. This concerns repair measures to prevent unsafe situations on the railways in connection with the ascertained train defects.

3.4.1 Emergency recovery
Emergency recovery may be carried out on all railway infrastructure managed by ProRail if the safe running of the railway vehicle or rail traffic can no longer be guaranteed. Hoisting operations must be coordinated in advance with ProRail's Incident Response Department (General Freight Leader 088-2318801). If the actual recovery of railway vehicles is required, this ust be coordinated with the signalman in accordance with the 'Procedure for emergency recovery of railway vehicles on the main railway network' (see the Logistics Portal). In doing so, the safe passage of through train traffic may not

be impeded, and work must be carried out safely and without causing damage to the environment[2]. On the basis of the AVV/GCU (General Contract of Use for wagons), Annex 9 (Conditions for the technical transfer inspection of wagons), this concerns the repair of defects falling under categories 4 and 5.

3.4.2 Repairs
On all tracks of 'Zee tot Zevenaar' for which an environmental permit is applicable, repairs with hand tools are permitted when the safe running of a railway vehicle, as referred to in implementing regulation EU 2019/779, requires this. This work is carried out in accordance with the environmental permit, which can be found on the Logistics Portal. These repairs must be coordinated with the signalman in accordance with the procedure for the emergency recovery of railway vehicles on the main railway network (see Logistics Portal) and must not impede other rail traffic. Hoisting operations must be coordinated in advance with ProRail's Incident Response Department (General Freight Leader 088-2318801). 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. On the basis of the AVV/GCU (General Contract of Use for wagons), Annex 9 (Conditions for the technical transfer inspection of wagons) this concerns the repair of defects falling under categories 1, 2 and 3 as well as those falling under damage codes 6.1.1.* and 6.1.2.1. (markings), 6.1.7.* (handles, replace steps), 6.5.5.4. (apply dust cap), 6.5.5.6./6.5.5.7. (apply dummy flange) and 6.5.5.9. (apply bolts).

3.4.3 Repair tracks
Repair tracks on 'Zee tot Zevenaar' have been designed for access by large rolling stock. Hoisting operations must be coordinated in advance with ProRail's Incident Response Department (General Freight Leader 088-2318801). 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.

3.4.4 Hot work
For 'hot work' on 'Zee tot Zevenaar', the party carrying out the work must report this to ProRail in advance by means of the notification form for work constituting a fire hazard (see Logistics Portal). 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 classification of 3, 4 or 5 is prohibited, unless additional measures have been taken. For Kijfhoek railway yard, in addition to the above, the Kijfhoek Incident Coordinator (088-2313390) must also be notified of where hot work will take place.

3.4.5 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.

V. In Appendix 6 'Operational Conditions', in the title of Section 4.2.2 is changed to 'Provision of information on the transport of dangerous goods within the meaning of RID/VSG with sets of wagons or (a group of) opposite freight wagons at railway yards'.

VI. The whole content of Section 4.2.2 is deleted and replaced by the following text:

"The scheme below applies to the transport of dangerous goods within the meaning of RID/VSG by freight wagons on all railway yards. The railway undertaking provides the manager with information

[2] If there is no unobstructed passage, or if safety is compromised, or if environmental damage may occur, this is an incident and must be reported to the signalman and be handled in accordance with Article 4.1.2. Train incident handling under the Operational Conditions.

about the position, loading condition and nature of the load of RID wagons. The position of the wagon is indicated by means of the track number and the position of the wagon in relation to other freight wagons on that track. The railway undertaking is responsible for the correctness, completeness and timeliness of its information. The railway undertaking is free to use WLIS also for registration of non-RID wagons.

For the implementation of this obligation, 'on time' means that the railway undertaking registers each movement of an RID wagon and makes the information about it available within a time window of ten minutes before to ten minutes after the movement. To support this registration and provision of information, the manager makes the WLIS system available for use by railway undertakings. The manager ensures the provision of information to the government emergency services. The procedure is described in more detail in the document 'Provision of Load Specifications Manual' and can be consulted via the Logistics Portal of ProRail."

4 Charge for stabling service: Combined tracks and Time Space Slots (TSS) (6.3.2.2)

I. In Chapter 6.3.2.2, after the sentence "*The capacity of the entire effective length of the track in metres is charged.*' the following sentence is added:

"Exceptions are combined tracks, which consist of two tracks which follow from one other and are interrupted by an infrastructure element (e.g. a switch or a signal) or a facility (e.g. a refuelling or washing facility) and as a result contain a phasing in the numbering (e.g. A and B versions). In the case of a combined track, requested for the same period of time and by a single titleholder, the charge is calculated on the basis of the full effective length of the combined track. If only one track of the combined track is applied for and allocated, then only this one track will be charged."

II. In Chapter 6.3.2.2 , after the sentence "The charge for the use of facilities at railway yards […] for stabling." the following paragraph is added:

"In case of a Time Space Slot (TSS), a bundle of tracks is requested and used. See also Chapter 2.2 of the Operating Conditions (Appendix 6). In the case of a TSS, the tariff is charged for two tracks which form part of it, for the entire duration (in minutes) of the TSS, irrespective of the total number of tracks which make up the TSS. ProRail has designated two tracks per TSS for this purpose. If a TSS consists of one track, the tariff will be charged for only this one specific track."

5 Withdrawal various tracks and switches at Tilburg Industrie (Loven) from the main railway network (Appendix 1).

In Appendix 1 Network configuration map, Tilburg De Loven is deleted from the table of main siding lines that form part of the railway network.

6 Removal of power limitation on route sections sections Zwolle - Wierden and Zwolle - Kampen

The map in Appendix 17 Tractive power supply systems shows the interrupted line on the route sections Zwolle - Wierden and Zwolle - Kampen:

	1500 V DC, < 4000 A **Spanningssluis**

replaced by a red line:

	1500 V DC, 4000 A

7 Extension of the WLIS service with WLIS CaseManagement (WCM) (Appendix 23)

In Appendix 23 'Applications, publications and reports', the entire table under Section 15 'Description of the Wagon Load Information System (WLIS) application' is replaced by the following table:

Category	Explanation
Application	WLIS (Wagon Load Information System)
Function	WLIS is an application offered by ProRail to the railway undertaking and is used byr ProRail itself for the viewing by the emergency services of the departure composition status of a freight train. WLIS is the new name of an application in which the W-LIS (formerly IGS) and OVGS applications were combined. In WLIS, transport operators can register the composition of freight trains and the position of RID wagons on track numbers in relation to other RID (and non-RID) wagons. The service consists of the WLIS application, the Digital Shunting Assistant and the reporting insight application WCM (WLIS CaseManagement). Data supply of RID wagons by the railway undertaking to ProRail is required by law. ProRail shares this information with the emergency services in the event of an incident and with the Ministry of Infrastructure and Public Works within the framework of the Basisnet spoor safety regulations.
Facility	Access to the web-based application WLIS, which runs on an internet browser. Access to the WLIS DRA app, (this is the Digital Shunting Assistant offered as an app) which runs on an Apple or Android device. Access to the web-based application WCM (WLIS CaseManagement), which runs on an internet browser.
Types	There is one type of use. It may be consulted or edited. 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 and ICT services (informatiediensten@prorail.nl).
Delivery time	Creating a superuser account takes about three to four weeks.

Category	Explanation
Terms of delivery	The operation of WLIS and WCM is only guaranteed in EDGE, FireFox and Chrome. An SLA is part of the Access Agreement; a draft thereof will be made available on request via Product Management Information and ICT services (informatiediensten@prorail.nl).

ProRail B.V.
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