

## Supplement 1 to the Network Statement 2021

ProRail has adopted the following supplements and/or amendments to the Network Statement 2021, 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.<sup>1</sup>

Braking table	1				2				Speed in km/h:
	1.1 <sup>1)</sup>	1.2 <sup>2)</sup>	1.3 <sup>3)</sup>	1.4 <sup>4)</sup>	2.1 <sup>1)</sup>	2.2 <sup>2)</sup>	2.3 <sup>3)</sup>	2.4 <sup>4)</sup>	
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

<sup>1</sup> See Government Gazette 2020, 14353

Braking table	1				2				Speed in km/h:
	1.1 <sup>1)</sup>	1.2 <sup>2)</sup>	1.3 <sup>3)</sup>	1.4 <sup>4)</sup>	2.1 <sup>1)</sup>	2.2 <sup>2)</sup>	2.3 <sup>3)</sup>	2.4 <sup>4)</sup>	
	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 Logistic 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 TTR pilot project (4.2.4)

In Chapter 4.2.4. 'TTR pilot project', the name of the memo is changed to '*Memo TvV pilot TTR in 2020 and 2021 timetable*'. The new memo is also available on the Logistics Portal.

### 4 Schedule for ad hoc requests (4.3.3)

In Chapter 4.3.3, the dates in the following paragraph are adjusted:

"This also applies to the ad hoc requests received after the final allocation but before the closing of the first change sheet (*19 October 2020*). The processing of these requests must be completed by the closing of the first change sheet (*19 October 2020*). From *20 October 2020*, the regular response times as referred to above will then apply."

19 October is (twice) changed to 13 October and 20 October is changed to 14 October.

### 5 Access to stabling and shunting facilities (4.9.2 and 4.9.3)

#### I. Chapter 4.9.2

- a. In the following sentence:

*"For the freight yards (see Table 4.6), the processing of requests will start on 7 September 2020. Applicants must submit their request by 4 September 2020 at the latest."*

the dates are changed to 17 August 2020 and 14 August 2020, respectively.

- b. Gekkengraaf and Tilburg GE are added to Table 4.6 List of freight yards.

#### II. Chapter 4.9.3

- c. Under *Step 3: Coordination procedure*, after the sentence "ProRail will in consultation [...] make maximum use of capacity", the following sentence is inserted:

*"Relevant information about shifts of cargoes between carriers, demonstrably opportune new cargoes and significant changes in volumes of cargoes can be part of the coordination process."*

- d. The priority criteria under *Step 5: Dispute resolution and priority criteria for allocation* are deleted in their entirety and replaced by the following enumeration:

- 1 The stabling of rolling stock for operational use in a scheduled transport service takes precedence over rolling stock for non-operational use (e.g. strategic reserves, new rolling stock, rolling stock intended for demolition or training purposes, etc.).
  - 2 Train-related stabling and handling/shunting takes precedence over non-train related stabling and handling/shunting. In order to determine this, account is taken of:
    - Trains requested for the timetabling process and;
    - Trains realised in the current timetable.
  - 3 For passenger trains, the number of loaded starting (first) passenger trains will be allocated in relation to the number of wagons (taking into account the length of the wagons).
  - 4 For passenger trains, requests for short stabling (shorter than 1 hour) take precedence over requests for longer stabling (longer than 1 hour).
  - 5 In case of freight transport operators:
    - The relationship between train length and track length is taken into account in the allocation. The longest tracks are allocated to the transport operator using the longest trains in a scheduled transport service.
    - That holding sidings for locomotives are allocated in proportion to the expected use of these tracks.
  - 6 For freight transport operators, a contract (demonstrably having cargoes and/or terminal slots within the timetable period) takes precedence over no contract.
  - 7 The allocation takes into account the optimisation of the shunting process and the minimisation of shunting movements.
  - 8 In the context of optimal capacity utilisation, account is taken of any under-utilisation of (part of) the fully allocated capacity in the past (including the reasons for this).
- e. Under Step 6: Allocation to titleholders, the date in the first sentence "For freight yards, the allocation shall take place by 8 October 2020 at the latest." is changed to 2 October 2020.

## 6 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."

## 7 Multi-year charges and bandwidth indicator (6.6.2.1)

In Chapter 6.6.2.1, the following text is inserted after the last paragraph:

"The values of the indicators as established when recalculated for the purpose of the charges for 2021 and 2022:

- indicator minimum access package: 1.58 (-/0.7% compared to original value);
- indicator transfer service: 2.00 (+4.8% compared to original value);
- indicator stabling service: 0.0371 (+0.8% compared to original value);

The deviations of the indicators from the values as established at the time of the initial tariff calculation fall within the range of -5% to +5%. This means that the tariffs for 2021 will not be recalculated.

## 8 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 the table of main siding lines that form part of the railway network.

## 9 Extension of the WLIS service with WLIS Case Management (WCM) (Appendix 23)

In Appendix 23 'Applications, publications and reports', the entire table under Section 14 'Description of the Wagon Load Information System (WLIS) application' is replaced by the following table:

Category	Explanation
Application	WLIS (Wagon Load Information System)
Function	<p>WLIS is an application offered by ProRail to the railway undertaking and is used by ProRail itself for the viewing by the emergency services of the departure composition status of a freight train.</p> <p>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 Case Management).</p> <p>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 <i>Basisnet spoor</i> safety regulations.</p>
Facility	<p>Access to the web-based application WLIS, which runs on an internet browser.</p> <p>Access to the WLIS DRA app, (this is the Digital Shunting Assistant offered as an app) which runs on an Apple or Android device.</p> <p>Access to the web-based application WCM (WLIS Case Management), which runs on an internet browser.</p>
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 ( <a href="mailto:informatiediensten@prorail.nl">informatiediensten@prorail.nl</a> ).
Delivery time	Creating a superuser account takes about three to four weeks.

Category	Explanation
Terms of delivery	<p>The operation of WLIS and WCM is only guaranteed in EDGE, FireFox and Chrome.</p> <p>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).</p>

ProRail B.V.  
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