

## Supplement 2 to the Network Statement 2026

ProRail has adopted the following supplements and/or changes to the Network Statement 2026, in accordance with the provisions of section 1.5.2 of this Network Statement.

### 1 Extension of train length limit on border route section Oldenzaal - Grens from 590m to 690m (section 2.3.8)

I. In section 2.3.8 Train length, under the fifth bullet, the limit value of the Oldenzaal - Bad Bentheim section is changed from 590 to 690m.

II. The following footnote is inserted after the 690m limit, with renumbering of the following footnotes:

*"The use of trains with a length between 590 and 690m is subject to the following conditions in Germany: a stop may last a maximum of 15 minutes, no technical wagon handling may be carried out and no locomotive changes or other train handling may take place, only system changes. See the Border route section agreement Bad Bentheim – Oldenzaal on the [Logistics Portal](#)."*

III. In Appendix 6, the [Border route section agreement Bad Bentheim - Oldenzaal](#) is inserted with renumbering of the following links.

### 2 Indexation of charges (Chapters 5 and 7 and Appendix 23)

I. In section 5.2 *Charging principles*, the last paragraph is replaced with the following text:

*"The charges set out in sections 5.3, 5.4 and 5.5 are quoted exclusive of VAT. The charges are based on price level 2026, unless stated otherwise. For a more detailed explanation, see section 5.8.1. For the period from 14 December 2025 up to and including 31 December 2025, the charges in the Network Statement 2025 in force on 13 December 2025 apply. Decisions of competent authorities or court rulings may give rise to changes in these procedures, rules and timetables following the publication of the Network Statement."*

II. In section 5.3.1 *Train path*, the table at item 4.1 is replaced with the following table:

Weight category of the train	Rate (per train kilometre)
up to and including 120 tons	€0.5934
from 121 up to and including 160 tons	€0.7417
from 161 up to and including 320 tons	€0.9435
from 321 up to and including 600 tons	€1.3114
from 601 up to and including 3,200 tons	€2.2252
from 3,201 tons	€2.7533

III. In section 5.3.2 *Platforms*, the table at item 4.1 remains unchanged

Indexing the rates of the platform service does not result in different charges as a result of rounding to whole (euro) cents.

IV. In section 5.3.3 *Traction power supply*, the table at item 4.1 is replaced with the following table:

Charge (per kilowatt hour)
€0.031929

- V. In section 5.4.2 *Energy Collection Application (EVA)*, the table at item 4.1 is replaced with the following table:

Charge (per kilowatt hour)
€0.000313

- VI. In section 5.4.3 *Exceptional Transport*, the table at item 4.1 is replaced with the following table:

Charge (per requested tailor-made regulation)
€162.42

- VII. In section 5.5.2 *Provision of additional information*, the charges for the services listed below are changed in Table 5.2 as follows:

FRISO (Flexible Rail Infra Simulation Environment)	<b>€2,883</b> Per account
ProRail ERTMS Integration Lab (PREI)	<b>€1,813</b> Per day for use of the ProRail ERTMS Integration Lab
RouteLint	RouteLint Datastream: <b>€ 0.007349</b> Per forecast train kilometre  RouteLint App: <b>€ 0.011931</b> Per forecast train kilometre
ORBIT	<b>€0.008243</b> Per forecast train kilometre
MeekijkVOS	<b>€2,828</b> Per account
Provision of planning and performance information according to NL standard	<b>€6,988</b> Per connection
TOON	<b>€679</b> Per account

- VIII. In section 5.6.6.2 *Compensation scheme in case of modernisation works*, the compensation amounts are adjusted:

The text at point iv is replaced with:

*"The compensation for railway undertakings for passenger transport depends on the category to which the affected route section is allocated and amounts to:*

- for Category 1 route sections: €13.44 per cancelled train kilometre according to the normal timetable.*
- for Category 2 route sections: €7.24 per cancelled train kilometre according to the normal timetable.*

*The route sections are shown in section 5.6.6.4."*

The text at point c is replaced with:

"Railway undertakings for private passenger transport can, in case of planned modernisation works (large-scale maintenance and renewal) qualify for compensation for trains that cannot run on the initially requested route.

The compensation amounts to €16.55 per extra train kilometre between the rerouting according to the Corridor Book 2026 and the initially requested route."

- IX. In section 5.6.6.5 *Criteria for the scheme for freight trains*, Table 5.5 is replaced with the following table:

Route section	Compensation rate
Amersfoort – Deventer	€621.83
Amersfoort - Zwolle	€373.10
Amersfoort – Duivendrecht Aansluiting	€870.56
Amersfoort – Utrecht	€621.83
Almelo – Mariëenberg	€124.37
Alphen a/d Rijn – Gouda	€373.10
Amsterdam Centraal – Breukelen	€621.83
Breda – Roosendaal	€621.83
Breda – Tilburg	€621.83
Breukelen – Utrecht	€124.37
Boxtel – Eindhoven	€870.56
Boxtel – Vught Aansluiting	€373.10
Beverwijk – Haarlem	€870.56
Eindhoven – Roermond	€373.10
Eindhoven – Venlo Grens	€870.56
Gouda – Harmelen Aansluiting	€373.10
Haarlem – Amsterdam Sloterdijk	€870.56
Harmelen Aansluiting – Breukelen	€870.56
Harmelen Aansluiting – Utrecht	€124.37
's-Hertogenbosch – Lunetten	€621.83
Kijfhoek – Lage Zwaluwe	€621.83
Kijfhoek – Meteren Aansluiting	€621.83
Leeuwarden – Meppel	€621.83
Meppel – Onnen	€621.83
Meteren Aansluiting – Zevenaar Oost	€621.83
Roermond – Sittard	€1,368.02
Roermond – Venlo	€1,119.29
Gouda – Rotterdam Zuid	€373.10
Deventer – Oldenzaal Grens	€870.56
Sittard – Eijsden Grens	€621.83
Sittard – Haanrade Grens	€1,368.02
Tilburg – Boxtel	€621.83
Tilburg – Vught Aansluiting	€373.10
Utrecht – Zevenaar Oost	€124.37
Zwolle – Mariëenberg	€1,119.29
Lage Zwaluwe – Breda	€373.10
Lage Zwaluwe – Roosendaal	€1,368.02

- X. In section 5.6.7.1 *Determining compensation rerouting kilometres*, the second paragraph is replaced with:

*"For rerouting established before the traffic control phase, compensation is based on a fixed (standardised) weight per market segment from the following weight categories:*

- Category 601 to 3,200 tons for trains in the freight services market segment.*
- Categories 321 to 600 tons and 121 to 160 tons for trains in the passenger services market segment. The weight category depends on the type of track section on which the TCR takes place (see section 5.6.6.4): in case of a Category-1 track section, the weight category 321 to 600 tons applies and case of a Category-2 track section, the weight category 121 to 160 tons applies."*

- XI. In section 5.6.7.1 *Determining compensation rerouting kilometres*, Table 5.6 is replaced with the following table:

Market segment	Weight category	Compensation train path
Freight services	601 up to and including 3,200 tons	€2.2252
Passenger transport services	321 up to and including 600 tons	€1.3114
	121 up to and including 160 tons	€0.7417

- XII. In section 5.6.7.2 *Determination of compensation on consent*, Table 5.7 is replaced with the following table:

Market segment	Weight category	Compensation for stabling	Compensation on consent	Total compensation
Freight services	601 up to and including 3,200 tons	€1.9824	€9.8286	€11.8110
Passenger transport services	321 up to and including 600 tons	-		Based on OOP costs
	121 up to and including 160 tons	-	-	Based on OOP costs

- XIII. In section 5.6.7.2 *Determination of compensation on consent*, Table 5.8 is replaced with the following table:

Market segment	Weight category	Compensation for cancellation
Freight services (per train)	601 up to and including 3,200 tons	€1,688.97
Passenger transport services	321 up to and including 600 tons	Based on OOP costs
	121 up to and including 160 tons	Based on OOP costs

- XIV. In section 5.6.7.3 *Graduated scale in case of consent*, Table 5.9 "Compensation for rerouting and cancellation with graduated scale" is replaced with the following table:

Market segment	Weight category	Compensation for rerouting		
		Outside 30 days	From 30 days	From 14 days

Freight services	601 up to and including 3,200 tons	€11.8110	€18.1707	€18.4522
Passenger transport services	321 up to and including 600 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs
	121 up to and including 160 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs
<b>Market segment</b>	<b>Weight category</b>	<b>Compensation for cancellation</b>		
		<b>Outside 30 days</b>	<b>From 30 days</b>	<b>From 14 days</b>
Freight services	601 up to and including 3,200 tons	€1,688.97	€2,598.43	€2,638.68
Passenger transport services	321 up to and including 600 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs
	121 up to and including 160 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs

XV. In section 7.3.1 *General provisions*, the second paragraph under the heading *Charges* is replaced with:

*"The charges are based on price level 2026, unless stated otherwise. For a more detailed explanation, see section 5.8.1. The way in which these charges are indexed is described in detail in the allocation methods relating to these services. For the period from 14 December 2025 up to and including 31 December 2025, the charges in the Network Statement 2025 in force on 13 December 2025 apply."*

XVI. In section 7.3.2.2.1 *Transfer facilities at passenger stations*, the table in section 4.1 is replaced with the following table:

Station class	Charge (per stop)		
	Train stop code		
	A	B	C
Stop	€2.71	€7.07	€8.51
Basic	€3.70	€9.67	€11.64
Plus	€6.12	€16.00	€19.26
Mega	€7.82	€20.45	€24.61
Cathedral	€16.66	€43.53	€52.40

XVII. In section 7.3.5.2.1 *Stabling and shunting*, the table in section 4.1 is replaced with the following table:

Charge per minute (per track)
€0.03579 + €0.0001713 x track length in metres

XVIII. In section 7.3.5.2.2 *Kijfhoek shunting hump*, the table in item 4.1 is replaced with the following table:

## Rate (per hump-shunted wagon)

€24.67

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

Category/item	ICT or information service	Indexed charge
Simulation environments (item 2.1)	Flexible Rail Infra Simulation Environment (FRISO):	<b>€2,883</b> per account (excluding licence fees)
	ProRail ERTMS Integration Lab (PREI)	<b>€1,813</b> per day for use of the ProRail ERTMS Integration Lab
Information for the driver (item 3.2)	RouteLint	RouteLint Datastream: <b>€0.007349</b> per forecast train kilometre  RouteLint App: <b>€0.011931</b> per forecast train kilometre
	ORBIT	<b>€0.008243</b> per forecast train kilometre
Information on and coordination of incidents and contingencies (item 8.2)	SpoorWeb	<b>€4,415</b> per account
Information for intervention purposes (item 9.2)	MeekijkVOS	<b>€2,828</b> per account
	Provision of planning and performance information (according to NL standard)	<b>€6,988</b> per connection
Information on and coordination of the delivered performance (item 10.3)	TOON	<b>€679</b> per account

### 3 Provision of services to railway undertakings for the expedited handling of rail collisions (section 5.3.1)

In section 5.3.1 *Train path*, in item 2.1 of the table under number n. *Calamity response*, the text is changed as follows:

[.] This also includes the integral coordination of the operations of railway undertakings, as well as coordination with the competent authorities and the emergency services **and activities that contribute to speeding up the handling of rail collisions such as sharing front camera images with government emergency services at the request of the railway undertaking.** [...]

### 4 ProRail publishes the average realised values of the agreed performance indicators in the performance scheme only on the Logistics Portal (section 5.7)

I. The last sentence of the third paragraph of section 5.7 *Performance scheme* is deleted:

"ProRail also publishes the average realised values on its [website](#)."

II. In section 5.7.1.1 *Railway vehicle defects*, the last sentence of the passage "ProRail will publish on the Logistics Portal after the end of the 2026 timetable year [...] on the ProRail website." is deleted:

"This average realised annual value is also published on the ProRail website."

In section 5.7.1.2 *Delivered train paths*, the last sentence under the heading *Measuring and discussion regime* is deleted:

"The average realised annual value (by market segment) is also published on the ProRail website."

## 5 Safeguarding requirements for the operator of a road-railway vehicle (section 6.2.8.2)

- I. In section 6.2.8.2 Use of road-railway vehicles, the following provision is added to the last sentence of the first paragraph:

"[...] ProRail will, upon request, provide the railway undertaking with a copy of these permits, certificates and exemptions, **as well as information on the training programme for the professional competence of the road-railway vehicle operator and information on the procedure for testing the medical and psychological fitness of the operator.** "

- II. In section 6.2.8.2 Use of road-railway vehicles, the following sentence is added to point i of the second paragraph:

*Annual moments are organised in which ProRail and railway undertakings can practice together.*

## 6 General Terms and Conditions 2026 (Appendix 5)

In Appendix 5, the General Terms & Conditions Access Agreement ProRail 2025 (version 31 May 2024) are replaced with the General Terms & Conditions Access Agreement ProRail 2026.

## 7 New ICT service available for titleholders (Appendix 23 and other sections)

### 1. ERTMS Key Management Centre (KMC)

- I. In section 2.3.13.1 *Automatic train control systems*, in the last paragraph after "ERTMS communication encryption keys", the following footnote is inserted as number 23 (with renumbering of the following footnotes)

*"An ERTMS communication encryption key can be requested via the ERTMS Key Management Centre (see Appendix 23, item 11.2)."*

- II. In the overview table of ICT and information services in Appendix 23, the line "Information on railway vehicles" is changed to "Information on/for the benefit of railway vehicles".
- III. In the overview table of ICT and information services in Appendix 23, the following line is inserted after the line "WILD and Hotbox detection systems":

ERTMS Key Management Centre (KMC)	Application for requesting an ERTMS communication encryption key needed to run on ERTMS level-2 route sections.	Appendix 23 – 11.2	2.3.13.1
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IV. In the overview table of ICT and information services in Appendix 23, in the line "European Register of Authorised Types of Vehicles (ERATV) Information on railway vehicles", the reference in column "For explanation see" is changed to "Appendix 23 - 11.3".

V. In Appendix 23, the following table is included as item 11.2:

## 11.2 Description of the ERTMS Key Management Centre (KMC)

ERTMS Key Management Centre		
1. General information		
1.1	Facility	The ERTMS Key Management Centre (KMC) is an application that can be used to request an ERTMS communication encryption key. This key is necessary to be able to run a railway vehicle on route sections equipped with ETCS/ERTMS Level 2 or higher.
1.2	Provider	ProRail
1.3	Term of validity	Access to the ERTMS Key Management Centre is offered during the term of the Network Statement. This application is available to railway undertakings, leasing companies (wagon owners) and rail vehicle suppliers.
2. Function		
2.1	Description	<p>The ERTMS Key Management Centre offers the following two options:</p> <ol style="list-style-type: none"> <li>1) Requesting ERTMS communication encryption keys via a web interface.</li> <li>2) Realising a data link by means of an own application with which ERTMS communication encryption keys can be requested and assigned to users within the applicant's organisation.</li> </ol> <p>The relevant user processes regarding the use of the ERTMS Key Management Centre can be accessed via the <a href="#">Logistics Portal</a>.</p>
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	<ul style="list-style-type: none"> <li>• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined).</li> <li>• Availability of service desk: during working days from 08:00 – 17:00.</li> </ul>
3.1.2	Technical characteristics	<ul style="list-style-type: none"> <li>• The web interface of the ERTMS Key Management Centre is accessed via a modern web browser.</li> <li>• The data link for exchange is based on data exchange standard TSI subset 137 (On-line Key Management FFFIS).</li> </ul>
3.1.3	Planned changes	N/A
4. User costs		
4.1	Information related to the user charge	Multi Factor Authentication based on a Microsoft account is used for access. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	<p>The access and service level agreements are part of the Access Agreement, the model of which can be found on the <a href="#">ProRail website</a>.</p> <p>A separate agreement will be drawn up with titleholders who do not qualify as railway undertakings for the use of this portal.</p>
5.2	Technical requirements made of railway vehicles	Intended for trains equipped with an ERTMS automatic train control system
5.3	Independent use	N/A
5.4	IT systems	As the web interface is hosted in the Microsoft Cloud, the following are necessary to use this portal:



ERTMS Key Management Centre		
		<ul style="list-style-type: none"> <li>A workstation with a modern web browser.</li> <li>Accepting the Microsoft Business-to-Business status.</li> </ul>
6. Capacity request		
6.1	Access request	<p>If you want to use ProRail applications, you need a ProRail account as a customer of ProRail:</p> <ul style="list-style-type: none"> <li>If you, as railway undertaking, are not yet a customer of ProRail, click <a href="#">here</a> for further information on the request procedure.</li> <li>If your company is already a customer of ProRail, but you do not yet have an account, request one via your company administrator.</li> </ul> <p>If you have a ProRail account, you can apply for access to the web interface via <a href="#">IDM</a>.</p> <p>In order to use the datastream, contact <a href="mailto:kmc@prorail.nl">kmc@prorail.nl</a>.</p>
6.2	Handling time	<p>The maximum handling time for processing a request for access to the web interface is ten working days.</p> <p>A handling time of ten working days has been set for processing the request to use the datastream.</p>
6.3	Information on capacity availability and TCRs	N/A

## 8 Correction display Hengelo refuelling facility (Appendix 21)

On the overview map Refuelling facilities, the blue dot at location Hengelo is changed to a green dot.

## 9 Editorial changes to SpoorWeb and Spoorviewer services (Appendix 23)

- I. From 2026, the graduated scale for the ICT service Spoorviewer will expire. In the overview table of Appendix 23, the reference to section 5.5.2 for the "Spoorviewer" service is deleted.
- II. Because the access to ICT service SpoorWeb has been changed, in Appendix 23, section 8.1 *Description of the ICT and information services for viewing and coordinating incidents and calamities as part of the train path service*, the text is changed as follows:
  - Lines 5.4 to 6.3 are duplicated in the table. The duplicate lines are removed.
  - Line 4.1 in the table, *Information related to the user charge*, is supplemented with the following text:
 

*"Multi Factor Authentication based on a Microsoft account is used for access. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."*
  - Line 5.4 "in the table, IT systems", is supplemented with the following text:
 

*"Access to the application is obtained through a Citrix account (personal Business-to-Business account), after which the application can be started with a SpoorWeb account."*

ProRail B.V.  
Utrecht, June 2025