

Supplement 3 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 Noise of trains on route sections and rail yards (2.4.2.3 and appendix 8)

- I. At the end of section 2.4.2.3 *Noise of trains on route sections and rail yards*, after the last subparagraph

‘In addition, ProRail requires each railway undertaking to provide the category classification [...]. Further details of this statement are given in Appendix 8, item 2.2.’

the following new text has been inserted:

‘TSI Noise – quieter routes

In accordance with the European Commission's implementing regulation on the technical specification for interoperability of the rolling stock subsystem – noise emissions (Regulation 2019/774/EU), quieter routes have been in force since 8 December 2024.

These are routes on which the average number of freight trains per night (from 23.00h to 07.00h) exceeded twelve in 2015, 2016 and 2017.

The Dutch government has designated the quieter rail freight routes in the Netherlands and notified the European Railway Agency (ERA) of this. The route sections of the main railway infrastructure concerned have been published on the [ERA website](#) and can be consulted in the [Register of Infrastructure \(RINF\)](#). Since 8 December 2024 (start of the 2025 timetable), noisy freight wagons are no longer permitted on these route sections (essentially the Havenspoorlijn, the Betuweroute and the Brabanthroute). Railway undertakings will have to comply with the obligations arising from this Regulation.’

- II. In appendix 8 *Reports on passenger stock and locomotives* (section 2.4.3, 3.4.1 en 3.4.6) the last paragraph of section 2.2 *Reports on passenger stock and locomotives* is deleted:

‘As regards passenger stock and locomotives [...] can be sent by mail to accountmanagement@prorail.nl.’

This paragraph has been replaced by the following text:

‘For passenger rolling stock and locomotives used in rail yards and/or marshalling yards, the emission figures for noise sources from rolling stock that are active when stationary must be determined and reported in accordance with the statutory measurement method for industrial noise. Data on new and modified railway vehicles can be sent by email to accountmanagement@prorail.nl using the above format.’

2 Financial compensation for longer stabling due to disruptions and restrictions (5.6.8)

In chapter 5 after section 5.6.7.3 *Graduated scale in case of consent*, the section below has been inserted:

5.6.8 Financial compensation for longer stabling due to disruptions and restrictions

Rail infrastructure disruptions or restrictions may result in a longer stabling period. In the rail yards where the charge for the stabling and shunting service is levied on the basis of the actually realised stabling period, this longer stabling period for the titleholder results in a higher charge due for this service. ProRail provides compensation for this.

The longer stabling period due to disruptions and restrictions cannot be determined for individual situations. For this reason, in cases where the charge for the stabling and shunting service is levied on the basis of the actually realised stabling period, a stabling period of sixty minutes is compensated. If the actual stabling time is less than 60 minutes, the compensation amount will be calculated on the basis of the actual stabling time.

The total compensation amount will be calculated by multiplying the stabling time of up to 60 minutes by the charge per minute for the stabling and shunting service as specified in section 7.3.5.2.1 Stabling and shunting.

The compensation only applies in those situations where a charge for the stabling and shunting service is due. This means, for example, that in situations where an exemption applies for so-called non-commercial stops (see point 4.1 in section 7.3.5.2.1 Stabling and shunting) and in situations where a zero rate scheme applies in connection with management (see point 4.2 in section 7.3.5.2.1 Stabling and shunting), no compensation will be granted. This compensation applies during the calendar year 2027 and will be implemented on a quarterly basis.

3 Safety Instructions for personnel accessing splitting tracks at Kijfhoek' shunting hump (7.3.5.2.2)

- I. In section 7.3.5.2.2 *Kijfhoek shunting hump*, the following text is included in row 5.1 *Legal requirements*:

'In addition, strict rules have been drawn up for carrying out the hump shunting process safely and ensuring occupational health and safety, and working on Kijfhoek shunting hump requires specific training. The reason for this is that the hump shunting process differs from regular shunting operations, both in the content of the process and in the presence of special systems in the infrastructure.'

This text has been amended as follows:

'In addition, strict rules have been drawn up for carrying out the hump shunting process safely and ensuring occupational health and safety, and working on Kijfhoek shunting hump requires specific training. This is because **both the hump shunting and the stabling process** at Kijfhoek differ from regular **stabling and shunting activities**, both in terms of the content of the process and the presence of special installations and systems in the infrastructure.'

- II. In section 7.3.5.2.2 *Kijfhoek shunting hump* the following text is inserted in row 5.3 *Independent use* after the sentence:

'When using the splitting tracks for stabling and shunting, [...] beyond the stop mark indicated.'

the following new section has been inserted:

'Health and safety on the marshalling yard is also affected by the presence of special installations on the track. The 'Instructions for personnel accessing splitting tracks (tracks 105-148) Kijfhoek' have been drawn up to inform employees who enter the splitting tracks about the special features. These instructions can be consulted via the [Logistics Portal](#).'

4 Privacy Policy ProRail (appendix 23)

In appendix 23 after the paragraph about the ProRail applications access policy, the following text has been inserted:

ProRail Privacy Policy

All ProRail ICT and information services that use personal data have been assessed against the General Data Protection Regulation (GDPR). These services are included in ProRail's central processing register. If a third party is involved in the processing of personal data, ProRail has entered into a processing agreement with this party, which is also recorded in this processing register. The Data Protection Officer supervises this process. For further information about how ProRail handles personal data, ProRail refers to the [Privacy Statement](#) on its website.

ProRail B.V.
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