Network Statement 2027

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(including the earlier handling of capacity requests for that period).

Colophon

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0.5	29 August 2025		Draft Network Statement 2027
1.0	12 December 2025		Definitive Network Statement 2027, initial issue

Contents

List of appendices

Glossary

Included in Appendix 2 is a glossary explaining the specific terminology and abbreviations used in this Network Statement.

1 General information

1.1 Introduction

This Network Statement has been drawn up by ProRail[1], the infrastructure manager of the main railway network in the Netherlands. ProRail is a private company under Dutch law. The sole shareholder is the State of the Netherlands (through Railinfratrust BV).[2]

Management[3] by ProRail relates to the following activities:

- the maintenance of the main railway network;
- the preparation and performance of the expansion of the main railway network;
- the fair, non-discriminatory and transparent allocation of capacity of the main railway network;
- control of the traffic on the main railway network;

ProRail also carries out work for third parties, which is linked to the aforementioned management tasks or to mobility issues in the broader sense of the word.

ProRail has a safety management system and a valid safety authorisation for the safe management of the main railway network.[4]

Railinfratrust is the owner of the closed distribution system for electric traction power on the tracks of the main railway network fitted out with overhead contact lines, and is as manager of this private network under the conditions of an exemption granted by the ACM, the Consumer & Market Authority.[5] ProRail, acting on behalf of Railinfratrust, performs all the management tasks regarding this private network.

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. In that case, a supplement to this Network Statement will be published.

ProRail endeavours each year to further improve the contents and the presentation of the Network Statement. Suggestions for improvements or additions to the Network Statement are thus greatly appreciated.

1.2 Purpose of the Network Statement

The purpose of the Network Statement is to inform titleholders[6] about the nature and conditions of access and use of the main railway network, including the allocation of capacity. The Network Statement informs titleholders about the services and facilities ProRail can offer including availability, rates and conditions for these services and facilities.

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1 ProRail BV, listed in the trade register of the Chamber of Commerce for Utrecht, under number 30124359.
2 The Management Concession 2015-2025 has been extended until 1 January 2029 by decision of the State Secretary for Infrastructure and Water Management of 25 November 2024, Government Gazette 2024, 37630.
3 ProRail is charged with the management of the main railway network in the Netherlands as described in the management concession, within the meaning of Section 16 Railways Act. These activities result from Article 2(2) of the Management Concession.
4 Section 16f Railways Act.
5 ACM decision with reference ACM/DE/2014/202129 and case number 12.0310.30 dated 23 April 2014 and extended and amended by ACM decision with reference ACM/UIT/608058 and case number ACM/23/181696 dated 25 October 2023.
6 Titleholders as referred to in Section 57 Railways Act.

The Network Statement also contains information on the conditions applicable to access to service facilities that are connected to the railway network managed by ProRail and the services provided by those facilities. This information is contained in a separate appendix, the '*List of rail-related services and third-party service facilities*', accompanying the Network Statement. The list is available on the ProRail website.

1.3 Legal aspects

1.3.1 Legal framework

Provided in Table 1.1 is the legal framework of the most important national laws and underlying decrees and regulations regarding access to and use of the main railway network. Also applicable are the directly applicable European Regulations and the Technical Specifications on Interoperability (TSI) based thereon, as well as the COTIF for international rail transport.

Table 1.1 List of national laws and regulations

Subject	Laws and regulations
Railways	Railways Act Railways Allocation Decree
Railway undertakings	Operating Licence Decree and a number of exemptions from the main railway network safety certificate
Infrastructure	Railway Capacity Allocation Decree Network Infrastructure Regulations Environmental Regulations Railway Interoperability and Safety Regulation
Traffic	Rail Traffic Decree Rail traffic regulations
Personnel	Railway Personnel Decree 2011 Railway Personnel Regulations 2011
Railway vehicles	Railway Vehicles Service Regulations 2020
Capacity and use	Railway Capacity Allocation Decree
Charges	Implementation Directive 2012/34/EU on establishing a single European railway area HSL Charge Decree 2015
Dangerous goods	Carriage of Dangerous Goods Act Decree on the Carriage of Dangerous Goods Regulation for the carriage of dangerous goods by rail
Surroundings and the environment	Environmental Management Act Environment and Planning Act Living Environment (Activities) Decree Living Environment (Quality) Decree Environmental Regulations

1.3.2 Legal status and liability

The Network Statement 2027 is a network statement within the meaning of Section 58 Railways Act and is based on the regulations in force on 1 November 2025. ProRail accepts no liability for loss resulting from obvious typing and/or formatting errors in the Network Statement 2027. ProRail is not responsible for the content and description of rail-related services and service facilities offered by third parties. Also, ProRail accepts no liability for the content of third-party pages linked to in the Network Statement.

In the event of differences between the Dutch and English versions of this Network Statement, the Dutch version is binding.

1.3.3 Complaints, disputes and conflict resolution.

ProRail has one general and several specific regulations on the settlement of complaints and disputes. ProRail provides an overview of these regulations below:

- *General regulations on the settlement of complaints and disputes*
  This regulation is detailed in Appendix 4, item 1, and provides a procedure for dealing with complaints and disputes relating to services offered by or agreed with ProRail. For more information and/or to submit complaints, contact the Account Management Department:

organisation:	ProRail Capacity Management Account Management Department
postal address:	PO Box 2038 3500 GA Utrecht
office address:	Moreelsepark 3 3511 EP Utrecht
email	accountmanagement@prorail.nl
website:	www.prorail.nl

- *Regulations on the settlement of complaints and disputes regarding the station portfolio*
  Complaints and disputes about transfer facilities offered by or agreed with ProRail at passenger stations. This regulation has been elaborated in Appendix 4, item 2.

- *Regulations on the settlement of disputes regarding capacity allocation*
  These regulations, which are detailed in section 4.5.5 *Settlement of disputes regarding capacity allocation*, is intended for the resolution of disputes about the allocation of capacity and provides for a procedure that gives a resolution within ten working days.

- *Performance scheme complaints procedure*
  For complaints about the non-application or improper application of the performance scheme, the performance scheme complaints procedure can be invoked. This procedure is further elaborated in section 5.7.3 *Performance scheme complaints procedure*.

Application of these regulations on the settlement of complaints and disputes does not affect the possibility for titleholders to file a complaint with the ACM (Consumer & Market Authority) if they believe that there has been unfair treatment, discrimination or other disadvantage or unjustified denial of access to a service facility in the event of a conflict about capacity allocation. [7] The ACM website contains a form for submitting complaints to the ACM. Complaints relating to the data disclosed in the Network Statement as referred to in items 2 and 3 of Annex IV of Directive 2012/34/EU can be submitted to the ACM no later than six weeks after publication. The contact details for the ACM are listed in section 3.2.2 *Requirements for access to the railway infrastructure.*

[7] Section 71(1) Railways Act.

1.4 Structure of the Network Statement

The Network Statement is drafted according to RailNetEurope's Network Statement Common Structure (see section 1.7.2 *RailNetEurope and other international partnerships*), which is based on the infrastructure manager's main processes. This common structure ensures that globally equivalent information can be found in the same place in the Network Statement of RailNetEurope member countries. The structure can be found on the RailNetEurope website.

Structure of the Network Statement
The Network Statement consists of seven chapters - which make up the main document - and twenty-five appendices that provide additional information:

- Chapter 1 provides general information about the Network Statement, the legal frameworks and contact persons.
- Chapter 2 describes the main technical and functional characteristics of the railway infrastructure.
- Chapter 3 defines the legal requirements and conditions for access to the railway network.
- Chapter 4 describes the procedures for rail capacity allocation. It specifically covers the allocation of train paths and the planning of temporary capacity restrictions.
- Chapter 5 lists the services provided by ProRail outside the service facilities (the services in Categories 1, 3 and 4 as described in Annex II of Directive 2012/34/EU), as well as the tariffs for these services.
- Chapter 6 describes the operational processes in the traffic control phase (control, intervention and incident response) and the responsibilities therein of both ProRail and the railway undertaking.
- Chapter 7 provides an overview of the service facilities of Category 2 of Directive 2012/34/EU connected to the main railway network - as well as the services within these facilities.

Third-party services and service facilities are listed in a separate document, the '*List of rail-related services and third-party service facilities, accompanying the Network Statement'.* This document can be found on the ProRail website.

Additional information sources
For (up-to-date/dynamic) detailed and background information, this Network Statement refers, among other things, to various other information sources, including ProRail's Logistics Portal and website www.prorail.nl and the European Register of Infrastructure (RINF) and the Rail Facilities Portal.

Authorisation by ProRail is required to access the Logistics Portal, on which, among other things, ProRail's operating regulations and procedures relevant to titleholders can be found. Titleholders can request an account from ProRail. For more information about the Logistics Portal and requesting accessAppendix 23, item 0. It is possible to receive a notification as soon as a new or modified document is placed on the Logistics Portal. For more information about setting up notifications, refer to the user manual on the Logistics Portal.

Access to the RINF can be obtained by registering via the website (for more information, see Appendix 23, item 1.4.2). The information on the ProRail website is public and can be accessed without registration or account.

1.5 Validity, amendments and publication

1.5.1 Period of validity

The Network Statement 2027 applies to:

- access to and use of the railway infrastructure and service facilities with accompanying services during the 2027 timetable;
- the processing of capacity requests for the 2027 timetable; even if the processing takes place before the start of the 2027 timetable.

The 2027 timetable starts at 00:00 on Sunday 13 December 2026 and ends at 24:00 on Saturday 11 December 2027. These dates are in accordance with Directive 2012/34/EU, Annex VII. Information in the Network Statement 2027 that relates to the period after 12 December 2027 is indicative only.

1.5.2 Supplements to the Network Statement

Circumstances after the publication of this Network Statement may give rise to additions or amendments to the Network Statement.[8] These changes will be made by means of a supplement. Supplements are published after consultation with relevant titleholders in accordance with the process described in the following section 1.5.3 *Publication of the Network Statement*.

1.5.3 Publication of the Network Statement

ProRail has drawn up the Network Statement 2027 following consultation with the titleholders involved (see Appendix 3). An email with a hyperlink to the Network Statement 2027 on the ProRail website has been sent to:

- titleholders who have concluded an Access Agreement with ProRail during the 2025 timetable;
- all administrative bodies authorised to grant concessions for passenger transport by train;
- the ACM (Consumer & Market Authority);
- other stakeholders.[9]

A supplement to the Network Statement 2027 will also be sent by email to the parties mentioned above.

The most recent version of the Network Statement 2027 and the released supplements thereto are available in both Dutch and English on the ProRail website. Publication of the Network Statement 2027 and supplements thereto are announced in the Netherlands Government Gazette.

The content of the English version of ProRail's Network Statement 2027 is also available at Network and Corridor Information (NCI) portal and via the RailNetEurope website.

1.6 Contact address for information on/from the Network Statement

ProRail will, on request, provide railway undertakings and other titleholders with further information on topics mentioned in the Network Statement 2027. Contact:

organisation:	ProRail, Capacity Management
postal address:	PO Box 2038 3500 GA Utrecht
office address:	Moreelsepark 3 3511 EP Utrecht
email	netverklaring@prorail.nl
website:	www.prorail.nl

ProRail

ProRail will via the existing (thematic) consultation tables inform railway undertakings about relevant developments initiated by ProRail regarding the access to and use of the railway infrastructure and/or the related services offered by ProRail. For a list of the most important tables, see the ProRail website.

8 Section 58(4) Railways Act.
9 Article 8 of the Management Concession 2015-2025.

In case of relevant developments regarding access to and use of the railway infrastructure initiated by third parties, ProRail will, so far as familiar with those developments, urge those third parties to share such information with the railway undertakings. ProRail will, with the consent of the third party, share (process) information on those developments with the railway undertakings.

1.7 International cooperation by infrastructure managers

1.7.1 Rail Freight Corridors, RFCs

European Union member states are required to establish international market-oriented freight corridors (*Rail Freight Corridors, RFCs*) in order to achieve the following goals:

- Strengthening cooperation between the infrastructure managers on issues such as capacity allocation of train paths, introduction of interoperable systems and railway infrastructure development.
- Finding a good balance between freight and passenger trains along the Rail Freight Corridors, achieving adequate capacity for freight transport, in line with market needs, while also meeting punctuality requirements.
- Promoting intermodality between rail and other transport modes by integrating the terminals into the corridor management process.

Following the new TEN-T Regulation[10] of 2024, the Rail Freight Corridors have been aligned with the European Transport Corridors. The revised corridor organisations will formally commence operations in January 2026. The route maps and table below shows the corridors with route sections in the Netherlands. The choice of routes is made by the relevant Ministries of Transport and lies outside the responsibility of the infrastructure managers.

Figure 1: Corridor North Sea - Rhine Mediterranean

Figure 2: Corridor North Sea - Baltic

Source: TENtec Map Viewers - Explore the TEN-T Network | European Transport Infrastructure (elaboration TEN-T- Regulation 2024/1679/ EU)

Table 1.2 International freight corridors: countries involved and route sections in the Netherlands

Corridor	Countries involved	Main route in the Netherlands
North Sea – Rhine Mediterranean	The Netherlands, Belgium, Luxembourg, Germany, France, Switzerland, Italy	*Border Zevenaar (Germany)*: - Maasvlakte - Kijfhoek - Meteren - Zevenaar (via Betuweroute) - Beverwijk - Amsterdam - Utrecht – Meteren e.v. *Border Venlo (Germany):*

[10] Regulation 1674/2024/EU on the development of the trans-European transport network (TEN-T Regulation).

Corridor	Countries involved	Main route in the Netherlands
		- Maasvlakte – Kijfhoek – Breda – Tilburg – Venlo (via Brabantroute) - Vlissingen Sloe – Roosendaal - Breda e.v. *Border Roosendaal (Belgium)* - Maasvlakte of Beverwijk (via Gouda) - Kijfhoek – Roosendaal *Border Zelzate (Belgium)* - Terneuzen – Zelzate
North Sea – Baltic	The Netherlands, Belgium, Germany, Poland, Estonia, Latvia, Lithuania	*Grens Oldenzaal (Duitsland)* - Beverwijk - Amsterdam - Amersfoort - Deventer - Oldenzaal - Maasvlakte of Kijfhoek - Gouda - Weesp - Amersfoort e.v. - Maasvlakte of Kijfhoek - Meteren - Arnhem - Deventer e.v. (via IJssellijn) *Grens Roosendaal (België)* - Kijfhoek - Roosendaal *Grens Zelzate (België)* - Terneuzen - Zelzate

For further information on all routes belonging to the corridors, see the Rail Freight Corridor Customer Information Platform (CIP) of RailNetEurope. For more detailed technical information, consult the Register of Infrastructure (RINF) published by the European Union Railway Agency (ERA). The contact particulars of the corridor organisations are:

organisation:	EEIG Rail Freight Corridor North Sea – Rhine Mediterranean
office address:	16, boulevard d 'Avranches L-1160 Luxembourg Luxembourg
email	info@corridor-nsrm.eu
website:	http://www.corridor-nsrm.eu

NSRM Rail Freight Corridor North Sea–Rhine–Mediterranean

organisation:	EEIG "North Sea – Baltic Rail Freight Corridor" EZIG
office address:	74 Targowa Street 03-734 Warsaw Poland
phone:	+48 22 47 32 320
email	info@rfc8.eu
website:	https://rfc8.eu/

Rail Freight Corridor North Sea – Baltic

For further information regarding capacity allocation on the international freight corridors, see also the following sections:

- 4.2.1.1 for the main principles of capacity allocation processes,
- 4.2.3 for information on submitting train path requests,
- 4.5.0 for preparing the timetabling process,
- 4.5.3 for the timetable and process for ad hoc requests, and
- 4.10 for the principles of capacity allocation on international freight corridors.

For further information on the ancillary applications mentioned, see Appendix 23, item 4.

1.7.2 RailNetEurope and other international partnerships

1.7.2.1 RailNetEurope

ProRail is a member of RailNetEurope (RNE), an umbrella organisation of European infrastructure managers and capacity allocating authorities. RNE facilitates international rail operations by developing harmonised international operating processes in the form of templates, manuals, guidelines and IT tools. Further information on RNE is available on the RNE website, see contact details below. An overview of the relevant rail-related applications offered by RNE can be found in the '*List of rail-related services and third-party service facilities*' on the ProRail website.

organisation:	RailNetEurope Joint Office
office address:	Austria Campus 3 Jakov-Lind-Strasse 5 1020 Vienna Austria
email	mailbox@rne.eu
website:	https://rne.eu https://rne.eu/organisation/

1.7.2.2 Other international partnerships

ProRail is a member of the following European organisations:

- European Rail Infrastructure Managers (EIM). EIM is an interest group for European infrastructure managers.
- PRIME. PRIME is a platform bringing together European infrastructure managers and the European Commission.
- Europe's Rail Joint Undertaking (ERJU). As the successor to Shift2Rail, ERJU is the European partnership for research and innovation in rail transport within the framework of the Horizon Europe programme (2020-2030).
- UIC (the International Union of Railways). UIC was established with the aim of standardising the technical requirements for rolling stock on international railways, promoting cooperation in the field of integrated rail systems between railway companies and with infrastructure managers, and thereby facilitating cross-border train traffic.
- Single European Railway Area Forum (SERAF). SERAF is an expert group of the European Commission that advises on the implementation of Directive 2012/34/EU on the single European railway area and on cooperation with Member States and stakeholders in that regard. Various market parties participate in SERAF, including infrastructure managers, railway undertakings and regulators.

For international cooperation in the area of the capacity allocation process, see sections 4.5.1, 4.9 *Redesign of the capacity allocation process (TTR)* and 4.10 *Principles for capacity allocation on international freight corridors* and, at the operational level, Chapter 6 *Operation*. More general information on international partnerships and ProRail's role in Europe can also be found on the ProRail website.

2 Railway infrastructure

2.1 Introduction

This chapter contains a description of the functional and technical characteristics of the main railway network and accompanying railway infrastructure managed by ProRail. Detailed information on railway infrastructure characteristics can be found in the Register of Infrastructure (RINF).[11]

The Network Statement provides user information on those aspects of the railway infrastructure that are of fundamental importance in terms of interoperability. In practice, there is often a need for more detailed information regarding the (use of the) railway infrastructure, safety systems and geography. An overview of the additional information that ProRail can provide on request can be found on the Logistics Portal. The information can then be requested from the Infra Development Department of ProRail Capacity Management via the mail address gebruikswaardeninfo@prorail.nl.

Titleholders can also request access at the ProRail website to various applications containing specific information about the railway infrastructure, such as Infra-Atlas, Rail Information Portal or RailMaps (see also section 2.3 *Infrastructure description* and Appendix 23, item 1).

2.2 Extent of network

The area under the management of ProRail is defined by means of:
- An overview of the main railway network managed by ProRail, including the associated infrastructural elements and facilities and the railways that have fallen into disuse.
- A specification of the connected railways that fall outside the management of ProRail.

2.2.1 Railway network managed by ProRail

Appendix 1 shows the railways[12] managed by ProRail. This appendix also includes a table with the railways designated as part of the main railway network[13] that link up with the sidings in port and industrial areas.

ProRail manages:

The main railway network
- The railways designated as part of the main railway network by the Railways Allocation Decree, the management of which has been assigned by concession to ProRail.
- The infrastructural elements[14] that constitute part of the main railway network and which are designated as railway infrastructure, including the transfer facilities in stations, stabling and shunting yards. These so-called service facilities are described separately in Chapter 7 Service facilities and charges.
- A number of other infrastructural facilities that are related to the traffic on the main railway network and are managed by ProRail, such as refuelling facilities.

Decommissioned railways
ProRail manages a decommissioned railway: Roermond – Vlodrop Grens (direction Dalheim (D)).

[11] Section 26bb Railways Act in conjunction with Article 49 Directive 2016/797/EU in conjunction with Article 2(1) Implementing Regulation 2019/777.
[12] The railways as stated in Annex 1 and Annex 2(a) to the Railways Allocation Decree.
[13] The railways as stated in Annex 2(b) to the Railways Allocation Decree.
[14] See Annex I to Directive 2012/34/EU.

These railways are railways within the meaning of Section 2(3) Special Railways Decree, which means that train traffic is not possible over these decommissioned railways. Any reactivation of decommissioned railways will be announced by means of a supplement to the Network Statement and, in that case, train traffic over a reactivated railway will first be possible after inclusion of that railway in the Railways Allocation Decree.

2.2.2 Connected railway networks outside the management of ProRail

Connected railways of neighbouring countries
For the purposes of cross-border traffic, the main railway network is linked to the railways in neighbouring countries at the border crossings below.

- With the railway network in Belgium managed by Infrabel, at the border crossings:
  - Sas van Gent – Zelzate
  - Roosendaal – Essen
  - Hazeldonk
  - Budel – Neerpelt
  - Maastricht – Lanaken[15]
  - Eijsden – Visé
- With the railway network in Germany managed by DB InfraGO, at the border crossings:
  - Nieuweschans – Weener
  - Oldenzaal – Bad Bentheim
  - Enschede – Gronau[16]
  - Zevenaar – Emmerich
  - Venlo – Kaldenkirchen
  - Haanrade – Herzogenrath

For the purposes of transfer traffic, furthermore, the main railway network is connected at the following places with railway lines in the Netherlands managed by other parties: Veendam, Coevorden, Apeldoorn Zuid, Dieren, Kerkrade Centrum, Schin op Geul, Hoorn, Goes and Schiedam.

Connecting tracks
Various industrial and transhipment companies have sidings connecting them to the main railway network managed by ProRail. Connecting tracks on industrial sites and the approach tracks that connect the tracks on these sites to the national railway network are not part of the railway infrastructure managed by ProRail. Information on the possible use and applicable conditions is available from the companies connected to these tracks.

Information on or permission to use the connecting track on industrial sites and the approach tracks are given through or via the affiliated company subject to certain conditions, which can include a user charge. Certain restrictive conditions can be imposed that are related to the properties of the tracks in question such as axle load, speed and gauge restrictions, as well as restrictions related to the radius of curvature of the tracks in question.

An overview of the tracks designated by ProRail can be found on the Logistics Portal. The boundaries of the area managed by ProRail can be found in RailMaps, see section 2.3 *Infrastructure description* and Appendix 23, item 1.1).

[15] ProRail intends to have the Maastricht-Lanaken railway withdrawn from the main railway network and has submitted a request to the Minister of Infrastructure and Water Management to this effect, on which a decision has yet to be taken. The Enschede - Gronau railway line is not connected at Enschede to the main railway network in the Netherlands and does not provide a connection for through traffic to/from the German railway network.

2.3 Infrastructure description

This section describes the characteristics of the railway infrastructure that are relevant to traffic use. Detailed information on these characteristics of the railway infrastructure can be found, inter alia, in:

- The Register of Infrastructure (RINF) of the ERA. This register contains the values of the network parameters of the railway infrastructure. For further information on the RINF see Appendix 23, item 1.4.2, and for a detailed description of the application see the '*List of rail-related services and third-party service facilities*' on the ProRail website.
- The RailMaps application, which contains the identification characteristics of tracks (letters/numbers), signals, switches and other facilities and the kilometre marking(s) per route section. You can also find information, for example, about the angle ratios of switches and the presence of overhead wires on individual tracks. For a description of RailMaps, see Appendix 23, item 1.1.
- Provision of tailor-made railway infrastructure data via Infra-Atlas, for a description of this information service, see Appendix 23, item 1.2.
- The publication Signposts (WVK), for a description of this information service, see Appendix 23, item 3.1.
- The publication Temporary Speed Restrictions (TSB), for a description of this information service, see Appendix 23, item 3.1.
- The Rail Facilities Portal of RailNetEurope. The Rail Facilities Portal shows the geographical location of rail-related services and service facilities. For further information on the RINF see Appendix 23, item 1.4.1, and for a detailed description of the application see the '*List of rail-related services and third-party service facilities*' on the ProRail website.

Information about the railway infrastructure can also be searched or requested at www.spoordata.nl and gebruikswaardeinfo@prorail.nl.

2.3.1 Route sections

An overview of the network configuration, single-track, double-track and multi-track sections distances between nodes (selection) can be found in Appendix 1. For information about the effective track length of arrival, departure, stabling and overtaking tracks: see the Logistics Portal.

2.3.2 Track geometry

Rail gauge
The nominal rail gauge throughout the entire railway infrastructure is 1,435 mm, in accordance with EN 13848-1 (minimum 1,430 mm, maximum 1,450 mm).

Curve radii
Several curves in the Dutch railway network have a curve radius that is smaller than the minimum curve radius of 150 metres that applies to newly designed railways. These curves are all located on sidings or in port areas and may impose restrictions on the use of railway vehicles. The locations and specifications of the curves in question are listed in the document '*Tight curve radii and recommended measures*' on the Logistics Portal. This document also contains recommended measures for running these curves. For information about curve radii at platforms, see section 5.3.2 *Platforms*, item 3.1.2 of the table.

2.3.3 Stations and nodes

Network nodes and the names of several important stations and nodes in the railway infrastructure can be found in Appendix 1. Appendix Appendix 25 contains an overview of all stations. For the (technical) characteristics of passenger platforms, see section 5.3.2 *Platforms*, and for the (technical) characteristics of transfer facilities, see section 7.3.2.2.1 *Transfer facilities at stations*. The restrictions on use for platform safety reasons can be found in section 2.4.6 of this Network Statement.

2.3.4 Maximum loading gauges for railway vehicles and loads

The coding of maximum loading gauges for fixed-form railway vehicles in this section is in accordance with *EN 15273*. The coding of maximum loading gauges for loads is defined in the *UIC loading guidelines Volume 1, table 1.4*.

- Over the entire network, the kinematic loading gauge in accordance with the Register of Infrastructure (RINF) is allowed for railway vehicles including load.
- Running of railway vehicles whose maximum loading gauge is smaller or equal than the permitted kinematic loading gauges as listed in the RINF (see also Appendix 12) is permitted on all main railway network managed by ProRail.
- Running of rail vehicles with loads (fixed or variable) whose loads are smaller or equal than the permitted dimensions as indicated in table 1.4 of the UIC loading guidelines Volume 1, subject to tables 2.1 and 2.3 is permitted on all main railway network managed by ProRail[17].
- Railway vehicles or railway vehicles with loads whose maximum loading gauge does not fit within the aforementioned reference profiles are designated as Exceptional Transport, see further section 3.4.3 *Exceptional Transport* and section 4.7 *Exceptional Transport, test trains and other special trains*.
- In addition, the dimensions of rail vehicles and rail vehicles carrying loads for regular transport must always remain within the Red Measurement Area[18] profile described in Appendix 12.
- Railway vehicles used on border route sections must also comply with the loading gauge requirements of the neighbouring railway network. These requirements can be found in the Network Statements of the infrastructure managers of the respective countries (see the Network and Corridor Information (NCI) portal or the RailNetEurope website).

For a global overview of the maximum loading gauges per route section, see Appendix 12.

2.3.5 Axle loads and load per unit of length

The coding of loading classes in this section complies with NEN-EN 15528. The loading classes and associated maximum speeds specified in the Register of Infrastructure (RINF) are permitted on railways. The following applies:

- When the usual routes are used, the conditions set out in the *Use of Extraordinary Transport Regulations* (see the Logistics Portal) relate only to observing general and local speed limits.
- Only under the conditions of a regulation for Exceptional Transport (see section 4.7 *Exceptional Transport, test trains and other special trains* and for freight transport Appendix 13), can the load classes and associated speeds published in the RINF and *User Regulation 00094* ??naam publicatie anders? be deviated from.
- On parts of the network, under specific conditions, axle loads deviating from the load class are permitted for train sets and locomotives, and compatibility with the route has already been checked. The route sections, railway vehicle types and specific conditions are listed in an annex to the Register of Infrastructure(RINF) and may vary according to the route section and type and deployment of railway vehicles.[19]

If the deviating axle loads result in disruptions, excessive wear or damage to the infrastructure or if the conditions are not met, ProRail may issue instructions.[20]

17 The dimensions of this static gauge correspond to the static G2 gauge in EN15273-2.
18 Section 10(2)(a) Rail Traffic Decree
19 On the basis of Section 26p(c) Railways Act in conjunction with Section 23 Railway Vehicles Service Regulations 2020 in conjunction with Section 4.2.2.5 and Annex D1 OPE TSI 2019/773 (note 3), a list of route compatible vehicle types whose compatibility has already been checked will be included in the Register of Infrastructure. This list is available under parameter 1.1.1.1.2.4.4 (Document with the procedure(s) for static and dynamic route compatibility checks - List of vehicles for Annex to RINF).
20 Article 16 General Terms & Conditions of the Access Agreement.

2.3.6 Slope

- The gradient of stabling tracks does not exceed 1:1000.
- The gradient of other tracks shall in principle not exceed 1:200; in the case of steeper gradients, signalling shall help to prevent heavy trains from coming to a standstill on such gradients.

For further information on the slopes on the open track, see also the Register of Infrastructure (RINF).

2.3.7 Speed

The permissible line speed is the highest speed allowed on a route section or a part thereof. The line speed is shown in the Register of Infrastructure (RINF). Appendix 13 also provides an overview of track speeds for freight transport. For details, consult the publication Signposts (WVK) as described in Appendix 23, item 3.1.

2.3.8 Train length

The maximum train length depends on a number of aspects:

- The maximum train length including locomotive is 740m for freight trains and 400m (excluding a tolerance of 1%) for high-speed passenger trains. In international traffic, route-specific length restrictions also apply. Information on this can be found in the border route agreements, which can be found on the Logistics Portal.
- The train length shall in all cases be less than the effective length of the departure, overtaking and arrival tracks present at each station for which the train is scheduled according to the timetable. Departures from this effective length may be made in certain cases. How the effective length is determined and under what conditions deviations are allowed is described in the document '*Process agreements deviation from effective length* and in the Guideline *Determination of the Effective and Physical Track, Platform Length in the design phase*' (RLN00446) on the Logistics Portal.
- The length of passenger trains shall be attuned to the effective length of the platforms at which the train will stop according to the timetable (Appendix 19). A detailed list of the effective track and platform length per rail yard is available for consultation on the Logistics Portal. The definition of effective track and platform length may vary from track to track, depending on the specific location. This is also explained in the RLN00446. In case of a planned rerouting, the length restrictions according to the timetable for that route apply. For any length restrictions arising from transfer bottlenecks, see section 2.4.6 *User restrictions due to platform safety*.
- The length specifications for standard freight paths can be found in Appendix 22 *Standard freight paths*.
- For cross-border freight trains, ProRail and DB InfraGo have determined the following limits for train lengths (including locomotives), based on the restrictions in Germany (Bad Bentheim, Emmerich and Kaldenkirchen and Hertzogenrath)
  - Oldenzaal – Bad Bentheim: limit value 690m [21]
  - Zevenaar – Emmerich: limit value 690m
  - Venlo – Kaldenkirchen: limit value 693m
  - Herzogenrath – Landgraaf: limit value 693m.

Freight trains to and from Germany which do not use the PreArranged Paths on the freight corridors and which are longer than the above limit values (with a maximum of 740m) can only be used with the consent of DB InfraGO. ProRail is responsible for the coordination with DB InfraGO. For further explanation of this process, see the sections 4.2.1 *Processes and definitions*, 4.2.3 *Submitting requests for train paths*, 4.5.0 *Preparation timetabling process* and 4.5.1 *Timetabling schedule and process*.

[21] 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.

2.3.9 Supply of electric traction power

Appendix 17 includes the following information:

- The route sections fitted out with an overhead line for traction power supply.
- The overhead line voltage[22] with the applicable restriction on maximum current take-up per section (4,000 amps[23] per train or less than 4,000 amps per train).
- The voltage changeover gates at the transition point between two different overhead line voltages.

Overhead lines in general
The distance between the front of the train and the rearmost raised current collector of that same train may not exceed 400m, in connection with the placement of signals at air-gap overlap span.

Contact wire specifications
According to the specifications, the contact wire must hang at a height of 5.5m above the rail at an outside temperature of 10 degrees Celsius. Deviations may occur in the following situations:

- Higher temperatures: At higher temperatures, the contact wire may hang lower than the standard height.
- Structural works: The height of the contact wire may also deviate in the case of structural works, depending on the specific requirements for that location.
- Local conditions and requirements: As a result of local conditions and requirements in the past, the contact wire may also hang lower than 5.5m at certain specific locations.

For more information about the traction power supply service, see section 5.3.3 *Traction power supply*, section 5.4.1 *Traction power* and Appendix 24. For information about the Energy Collection Application (EVA), see section 5.4.2 *Energy Collection Application (EVA).*

2.3.10 Signalling systems

The main railway network is fitted with signalling systems, safety and communication system for the safe and controlled handling of train traffic. All route sections and tracks that are designed for speeds >40 km/h are equipped with a signalling system that monitors the relationship between the position of switches, track occupation and signalling. Additional safety systems use automatic train control to monitor the maximum speed and correct signal performance.

Regulations for the use of locally controlled route sections are available on the Logistics Portal. User processes for ERTMS infrastructure are also available via the Logistics Portal (for further information, see section 6.2.2 *Procedure for operation of infrastructural elements (including ERTMS user processes)*). The Register of Infrastructure (RINF) contains information about where the systems ATBEG, ATBNG and ETCS/ERTMS have been applied. Infrastructure is equipped with (light) signals if at least one of the following systems is present: ATBEG, ATBNG or ETCS Level 1. The HSL-Zuid has different signals for ETCS Level 1. Local operation of signals by train personnel is possible at certain locations, via an infrared remote control system. These route sections are stated in table 2.1 below. The operating instructions (BVS) are available via the Rail Information Portal application of ProRail.

Table 2.1 Route sections with local operation

Route section
Enschede – Enschede Grens
Zevenaar – Winterswijk (Wehl)
Groningen – Leeuwarden (the infrared remote control has been removed at all stations except Leeuwarden)

22 In accordance with NEN-EN 50163 and NEN-EN 50388:2022, values for U_{min1}. ProRail provides an '$U_{mean\ useful\ at\ the\ pantograph}$' of at least 1350V during normal TEV operation.

23 In accordance with NEN-EN 50388:2022/table D1, Maximum Allowable Train Current.

2.3.11 Traffic control systems

Traffic control support systems are fed with train composition data as entered into the timetable planning systems. The conditions for the use of these systems by railway undertakings are agreed separately (see section 5.1 *Introduction*, section 5.3 *Minimum access package and charges*, and section 5.5 *Ancillary services and charges*).

The ICT and information services fed with train composition data are listed in the table below and then briefly described. The third column of this table provides a reference for a detailed explanation.

Table 2.2 Traffic control systems

Name	Function	For explanation see
As part of the train path service		
Wagon Load Information System (WLIS, WagenLading Informatie Systeem)	Recording train composition data as well as the position and load of freight wagons at rail yards.	Appendix 23 – 5.1
Spoorbezettingsplan (Track Occupation Plan)	Information on the track occupation of the rail yards, as well as the planning for the next 16 hours.	Appendix 23 – 5.1
SpoorWeb	Communication in case of calamities.	Appendix 23 – 8.1
Provision of planning and performance information according to TSI TAF/TAP standard	Provision of planning and performance information on the basis of the TSI TAF/TAP messages.	Appendix 23 – 9.1
Spoorviewer	Real-time information on train movements.	Appendix 23 – 9.1
Real-time traffic information	The provision of real-time train movements in the form of a datastream.	Appendix 23 – 9.1
As ancillary ICT or information service		
MeekijkVOS (Real-time information on train movements)	View functionality in the VOS traffic control system, making it possible to monitor the course of train services.	Appendix 23 – 9.2
Train Information System (TIS) (Real-time information on international train movements)	Real-time information on movements of international passenger trains and national and international freight trains.	Appendix 23 – 9.3
Provision of planning and performance information (according to NL standard)	Provision of real-time traffic plan data, related changes to the train service and performance information.	Appendix 23 – 9.2
Provision of rolling stock and train position service (MTPS, Levering van Materieel- en Treinpositie Service)	The provision of real-time data on train positions on the basis of train detection systems.	Appendix 23 – 9.2
RouteLint	Real-time information for the driver on the traffic situation on his route.	Appendix 23 – 3.2
ORBIT	Gives the driver a warning if a stop signal is approached at too high a speed.	Appendix 23 – 3.2

For an overview of the systems that provide insight into real-time train movements, see section 6.4 *Systems for real-time information on train movements*.

2.3.12 Communication systems

The railways managed by ProRail are fitted out with GSM-R, an internationally standardised digital radio-communication system. GSM-R is suitable for data communication between ETCS systems and for voice communication between train drivers and traffic control (see the GSM-R Voice Rail Safety

service in Appendix 23, item 7.1), the GSM-R Handhelds service in Appendix 23, item 7.2 and the other railway-related GSM-R voice and data communication service in Appendix 23, item 7.2.

2.3.13 Safety systems

2.3.13.1 Automatic train control systems

The Register of Infrastructure (RINF) can be consulted to find out where each type of train safety system is located. For an overview of the type of automatic train control system per route section see Appendix 14.

The following principles apply to the automatic train control systems:

- Railway vehicles shall at all times be compatible with the train detection systems installed on the route sections on which the vehicles are run.
- Without ERTMS communication encryption keys, ETCS-equipped railway vehicles can run under ATBEG on route sections equipped with both ERTMS Level 2 and ATBEG.
- The shunting hump in Kijfhoek is fitted with an automated hump control system. Locomotives used for shunting via this shunting hump shall be equipped with devices for communication with and influence by this hump process control system (see also section 7.3.5.2.2, *Kijfhoek shunting hump*, items 5.2 and 5.3).
- The ATB automatic train control system (both ATBEG and ATBNG) monitors the instruction to reduce speed to the limit indicated by the signalling system. At selected locations, the ATBEG system has an extra function (ATC-Vv) that provides for braking curve monitoring in the speed range between 0 and 40 km/h. ATC-Vv only works on railway vehicles fitted with the ATC-Vv functionality.

On a number of route sections, there is a transition from one automatic train control system to another. To test these transitions, use can be made of the ProRail ERTMS Integration Lab, see Appendix 23, item 2.1 and the ERA Technical Document.

The Logistics Portal contains the procedures for requesting and managing communication encryption keys[24] needed to drive on ERTMS-level-2 route sections. Also included here are the user processes for running trains when using ERTMS. See also section 6.2.2 *Procedure for operating infrastructural elements (including ERTMS user processes)* for further explanation.

2.3.13.2 Train detection systems

- Various train detection systems are in use on the railway infrastructure. These systems signal whether or not a section of track is occupied by a train and relay this information to the safety systems. Some of these train detection systems make use of the shorting effect of wheelsets (track circuits), other systems make use of physical phenomena, such as the influencing of a magnetic field (axle counters and detection loops) or rail deflection (pedals).
- Appendix 15 indicates which train detection systems are in use for each section of track. It is also possible to consult the Register of Infrastructure (RINF). Information on existing detection systems on specific tracks at rail yards and stations is not visible in Appendix 15. This information is available on request (see section 2.1 *Introduction*).
- Railway vehicles must always be compatible with the train detection systems on the route sections on which they run; compatibility includes at least shorting and circuit behaviour (train-track). Whether there is sufficient compatibility is determined on a case-by-case basis by the (Environmental and Transport Inspectorate on behalf of the) Minister of Infrastructure and Public Works and laid down in the vehicle licence for the specific railway vehicle.
- The compatibility requirements associated with the various train detection systems are laid down in the Technical Specifications for Interoperability (TSI)[25] and the Railway Vehicles Service

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

[25] Such as the TSI Rolling Stock - Locomotives and Passenger Trains and the TSI Control-Command and Signalling Subsystems of the Railway System.

Regulations 2020. These requirements apply to new and renewed railway vehicles and are described for each detection system. For non-TSI-compliant vehicles, the requirements of the Railway Vehicles Service Regulations 2020 apply.

- In case of a combination of GRS track circuits with additional detection systems (axle counters, pulse track circuits (PSSSL), pedals, mass detection loops) it is possible to run railway vehicles that do not meet the requirements with regard to detection quality. This follows from the vehicle licence of the railway vehicle.[26]
- Route sections with only GRS and Tone Frequency track circuits are not necessarily suitable for modern electric passenger train sets running in monoculture[27]. This is indicated in the restrictions of railway vehicle service licence, with reference to the Technical File for admission.
- The route sections marked in purple and green in Appendix 15, if electrified, are suitable for these electric passenger train sets, regardless of whether monoculture occurs.
- The Maastricht Randwyck – Eijsden Grens route section has ATB-EG, which was installed to replace Memor/Krokodil. The Memor/Krokodil track equipment on that section will be removed in mid-2027 or shortly after.

2.4 User restrictions

The potential for use of the infrastructure is determined by the characteristics of the railway infrastructure and external factors. Explicitly - but not exclusively - included under external factors are the regulations of environmental permits granted to ProRail for the use of the railway infrastructure managed by ProRail.

ProRail will, by means of the Network Statement, report restrictions to through traffic under the basic access package, pursuant to Annex II to Directive 2012/34/EU and ensuing from licensing or other public law regulations, the contents of which are not announced in a Netherlands Government Gazette, Bulletin of Acts and Decrees or Treaty Series.

2.4.1 Specialised railway infrastructure

Transport restrictions and exclusions
Stated in Appendix 9 are the route sections on which, in deviation of the interoperability principle, a certain type of traffic or transport is excluded.

This annex also lists the route sections on which passenger transport must be requested from ProRail's One-Stop-Shop for Exceptional Transport (OSSBV) (for contact details, see section 4.2.4 *One-Stop-Shop*). The request must include a risk assessment and[28] evaluation and a scenario plan; these documents must be approved by ProRail. ProRail will endeavour to make the train run possible within three months of the request being submitted. For more information about the possibilities for exceptional use of the infrastructure and the applicable procedures, see also sections 3.4.3 *Exceptional Transport*, 3.4.5 *Test trains and other special trains*, and 4.7 *Exceptional Transport, test trains and other special trains.*

Fire-safe use of structures
Some parts of the railway infrastructure are qualified as structures. The fire-safe use of structures is subject to government regulations as laid down in the Structures (Living Environment) Decree (Bbl). These regulations apply directly. The fire-safe use of a structure must be reported to the municipality. The municipality can set situation-specific regulations that may deviate from the government regulations in the Structures (Living Environment) Decree.

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26 Railway Vehicles Service Regulation 2020, Annex 6.

27 A monoculture occurs if fewer than 2 railway vehicles with irreproachable detection quality run per hour at track level: VIRM/VIRMm, ICMm3/4, DDZ, E-loc with coaches. Combinations with other types of train sets and freight trains generally do not provide sufficient guarantee that the detection quality is maintained in deteriorating conditions, such as during the autumn with leaves falling on the tracks.

28 This is a risk assessment & evaluation in the sense of Implementing Regulation 402/2013/EU.

If the government or situation-specific regulations lay down restrictions or conditions that are of importance to the use of the railway infrastructure by railway undertakings, ProRail will publish those restrictions or conditions in the Network Statement. The underlying documents of the competent authority - where available - will be published on the Logistics Portal. The restrictions and conditions that apply on entry into the timetable covered by this Network Statement are listed in Appendix 9.

High-speed route sections
The Hoofddorp – Rotterdam Centraal (via the Groene Hart rail tunnel) and Rotterdam Lombardijen – Hazeldonk route sections are designated as route sections of the high-speed rail system as referred to in Annex I to Directive 2016/797. Specific restrictions that apply to the use of these route sections are stated in the Register of Infrastructure (RINF).

By entering into the Access Agreement, the railway undertaking accepts the obligation to comply with the government and situation-specific regulations for fire-safe use and to refrain from any action that may result in a violation thereof. Furthermore, the railway undertaking accepts that ProRail monitors compliance with these obligations.

2.4.2 Environment-related user regulations and restrictions

2.4.2.1 Environmental permits

General
Railway undertakings/rail yard users who use or cause to be used the ProRail-managed rail yards may only carry out or cause to be carried out environmentally harmful activities if an environmental permit has been issued for those activities, or if the notification or information obligation for carrying out an environmentally harmful activity for which this is required has been fulfilled and the rules set for those activities are complied with. The environmental permits granted to ProRail or the situation-specific regulations imposed by the competent authority, in as far as these contain provisions relating to the use of the railway infrastructure, are considered an integral part of the Network Statement and are available for consultation on the Logistics Portal.

Rail yards are sites with tracks located in close proximity to each other that are not intended for through railway traffic and where several users (such as ProRail and railway undertakings) can operate simultaneously and side by side, using the same environmental permit. Each railway undertaking/user is responsible for complying with the environmental permit, the associated regulations as well as the generally applicable rules for activities with environmental consequences, tailor-made regulations and duties of care for everyone in the Netherlands. Every user can be held to account by the competent authority. ProRail has assumed the coordinating task to ensure that the users of the rail yards are informed about the rights and obligations stated in the environmental permit, as well as the situation-specific regulations imposed on ProRail as the party to whom the standards apply.

By entering into the Access Agreement, the railway undertaking commits to comply with the permit regulations and situation-specific regulations imposed on ProRail; failure to do so shall constitute an attributable shortcoming towards ProRail. Further provisions in this regard can be found in section 2.4.2.2 *Provision of environmental and safety information* and in the General Terms & Conditions (Appendix 5).

If a railway undertaking intends to carry out new or other environmentally harmful activities at a rail yard, ProRail must be informed in advance (via accountmanagement@prorail.nl). ProRail can then timely assess which environmentally harmful activities are involved. It also tests:
- whether these activities fit within the applicable environmental permit or;
- that an (amendment to the) environmental permit can be applied for or;
- that the notification or information obligation must be met.

ProRail's permission (and, if necessary, an amended environmental permit) is required prior to the performance of amended activities on a rail yard. This also applies to (environmentally harmful)

activities at rail yards for which ProRail is not the holder, or applicant, of the environmental permit or for which ProRail is not subject to a notification or information obligation.

Application for or change to an environmental permit
When it is necessary to apply for an (amendment to an) environmental permit, ProRail shall approach the relevant railway undertakings to collect the necessary data. This includes the situation where ProRail is obliged to report or provide information on environmentally harmful activities. It may also happen that the notification or information obligation applies to the railway undertaking; in that case, it must comply with it itself.

2.4.2.2 Environmental and safety information

The railway undertaking shall provide the information required and requested by ProRail for the application for, amendment of or compliance with an environmental permit or for the submission of a report, within the term set in each case. This information relates to processes and activities that the railway undertaking[29] carries out or intends to carry out.
The information to be provided by the railway undertaking to ProRail is stated in Appendix 8, items 2.1.2 to 2.1.5 and item 2.2. In addition, the railway undertaking shall provide ProRail with the information required to substantiate an opinion, objection or appeal, or a request for an interim measure in respect of a (draft) environmental permit decision or (draft) enforcement decision.

In the context of the provision of information described above, the following is relevant:
- Based on input by the railway undertakings, ProRail shall coordinate environmental studies regarding the activities applied for and draw up reports. The environmental reports, together with the application text, will be discussed with the railway undertakings. Timely coordination with the railway undertakings takes place on submitting the final application, submitting opinions on the basis of the draft decision, and filing a letter of appeal. Copies of the relevant documents are sent to the railway undertakings.
- ProRail has a coordinating role in processes concerning the submitting of opinion documents and letters of appeal and, when so addressed by the competent authority, in actions within the context of supervision and compliance. ProRail needs the above information from the railway undertakings in order to fulfil its role properly.

Management of environmental permits
ProRail assumes that railway undertakings are aware of the provisions of the permits and any situation-specific regulations issued under a notification obligation. All current environmental permits (and environmentally harmful activities that are subject to a notification or information obligation), as well as the *Environmental Checklist* and Points of attention per rail yard are available for consultation on the Logistics Portal or at ProRail. Here, users (parties who are responsible for compliance with the permit regulations) of a rail yard will find all the provisions with which they must comply.

The restrictions and obligations laid down in the environmental permit can concern:
- The handling - including the stabling - of wagons with dangerous goods, in particular when loaded in tank wagons and tank containers.
- The implementation of activities and operations that cause a noise nuisance to the surrounding area.
- The measures to prevent so contamination; the stabling of railway vehicles intended for scrapping is treated as the storage of waste substances.
- The provision of data on the activities and operations that are or have been carried out at a rail yard. For retrospective data to be provided, see Appendix 8.
- The installation and use of facilities at the rail yard.
- A code of conduct for users, including the use of compulsory (protective) equipment, the handling of waste and the reporting of unsafe situations, is included in the *Conduct guidelines at rail yards* (*RLN00300)*, see section 6.2.10 *Local particulars rail yards.*

[29] Being a facility as referred to in Section 1.1(1,3) Environmental Management Act in conjunction with Section 1.1(3) Environmental Permit (General Conditions) Act.

- Obligations to report on volume of use, incidents, measures, target regulations, etc.

Exceptional situations
It may occur that ProRail is granted an environmental permit that also has implications for tracks that fall outside the management of ProRail. ProRail will in that case make arrangements with the infrastructure manager of those tracks in order to ensure compliance with the environmental permit.

Another possibility is that tracks and sites that fall under the management of ProRail fall within the scope of application of an environmental permit granted to a party other than ProRail. In that case ProRail will inform the railway undertaking about the conditions of the permit that are relevant to the railway undertaking.

2.4.2.3 Noise of trains on route sections and rail yards

The Minister of Infrastructure and Water Management sets the permissible noise limits for train traffic. Information on the permitted noise limits is published on the Informatiepunt Leefomgeving (Living Environment Information Point) website. ProRail takes measures[30] to ensure compliance with the noise limits, by testing whether the requested capacity remains under the noise limits, see section 4.5.4 *Further description of the processes,* point a. If the test shows an exceedance of the noise production limits, which cannot be resolved by coordination, the applicable railway infrastructure is declared congested, see section 4.6 *Congested railway infrastructure*.

ProRail requires that every railway undertaking provides an annual statement of the average realised train service and composition during the day, evening and night periods in the calendar year. Further details of this statement are given in Appendix 8, item 2.1.4.

In addition, ProRail requires each railway undertaking to provide the category classification and noise emission data of their passenger rolling stock and/or locomotives as used on route sections and rail yards, as defined in the statutory calculation regulations[31]. This statement is described in more detail in Appendix 8, item 2.2.

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 Brabantroute). Railway undertakings will have to comply with the obligations arising from this Regulation.

2.4.2.4 Soil protection

The operating processes of the railway undertakings entail risks in terms of contamination of the soil and ballast with fuels, coolants, lubricants, etc. Small quantities of these contaminants can, under normal running conditions, leak from trains on the ballast. This risk can be minimised through good and regular maintenance. Moreover, soil and ballast contamination can occur as a result of incidents.

The Soil Protection Act prescribes that ProRail and the railway undertakings take measures aimed at minimising the risk of soil contamination and, in the case that soil contamination nevertheless does

[30] Sections 3.44 and 3.45 of the Living Environment (Quality) Decree.
[31] Environmental regulation, Annex IVf

occur, that they take all necessary measures to limit the effects thereof. For potentially soil-contaminating activities, a baseline study of the soil shall be carried out at the start of the activity, attuned to the business process and the substances which may be released. An end situation survey shall be carried out upon termination of the same activity. Based on a comparison between the two surveys, it shall be determined whether in the intervening period contamination has occurred which can be related to the operating process in question.

If contamination is ascertained in the ballast or soil of the main railway network, ProRail shall conduct a survey to determine the current or past cause. In case of indications that the contamination has been caused by a railway undertaking, the latter will be notified immediately. ProRail will also involve the railway undertaking in the survey. Pursuant to the provisions of the Soil Protection Act, ProRail will notify the competent authority of the soil contamination. The appropriate remediation measures will be based on the instructions of the competent authority. The costs of the ballast and/or soil survey, as well as any required remediation, will be recovered from the railway undertaking if it indeed appears to have been the party causing the contamination.
If the railway undertaking detects leakage from railway vehicles into the soil or ballast, this shall be reported to ProRail without delay so that the necessary actions can be initiated. In addition, the railway undertaking itself shall take all possible measures to minimise pollution and environmental damage.

Railway vehicle tanks containing diesel or gas oil involve a raised risk of soil contamination. The same applies to other forms of transhipment of hazardous liquids. Locomotives may only be refuelled at the designated refuelling facilities, above the soil protection facilities stated in Appendix 21.

Refuelling outside one of the refuelling facilities stated in Appendix 21 is permitted only in exceptional cases. These cases are described in item 5.5 of the tabel of refuelling facilities in section 7.3.10.2 *Refuelling facilities*. In these cases, too, requirements apply with regard to soil protection facilities.

2.4.3 Risk-related user restrictions

General
The Carriage of Dangerous Goods Act, the Decree on the Carriage of Dangerous Goods Regulations and the Regulation for the carriage of dangerous goods by rail and thus the Regulations concerning the international carriage of dangerous goods by rail (RID) apply to the transport of dangerous goods by rail. According to the RID, dangerous goods are substances which, due to their intrinsic properties or the circumstances under which they occur, can cause danger, damage or serious nuisance to people, animals or the environment. They are classified into hazard classes on the basis of these intrinsic properties or the circumstances under which they occur.

In case of an incident, not all dangerous goods are equally hazardous to the environment. Therefore, in transport legislation and environmental permits, a distinction is made between dangerous goods that are relevant to external safety - with a large impact on the environment - and dangerous goods that are not relevant to external safety.[32]

According to the regulations, the risk analyses and reports only concern bulk transport in loaded wagons, although a number of competent authorities have a different insight.

At a number of rail yards where an environmental permit is in force for activities with freight trains, activities are also permitted with wagons loaded with dangerous goods relevant to external safety. The competent authority has included rules in the permits for activities involving these substances. The rules usually concern the permitted external safety risk, the available (extinguishing) facilities and reporting obligations. There are local differences as to which substances are permitted and which rules are set. Users shall carry out their activities in accordance with the rules laid down in the environmental permit as well as the prevailing legislation and regulations. In addition to the rules in the permits (see section 2.4.2.1 *Environmental permits*), in some cases restrictions on use may apply as a result of enforcement by the competent authority.

[32] Table 9-2 of the Transport Risk Analysis Manual (HART).

Handling of wagons with dangerous goods at rail yards
The rail yards below are equipped for the handling and stabling of wagons with dangerous goods.

Table 2.3 Rail yards equipped for the handling and stabling of wagons with dangerous goods

Rail yard		
Amersfoort Goederen	Hengelo	Rotterdam Pernis
Amsterdam Houtrakpolder	Kijfhoek	Rotterdam Waalhaven Zuid
Amsterdam Westhaven	Lage Zwaluwe	Sas van Gent
Axel Aansluiting	Moerdijk	Sittard
Blerick	Onnen	Sloe
Delfzijl Oosterhorn	Roosendaal*	Terneuzen Zuidzijde
Deventer Goederen*	Rotterdam Botlek	Valburg CUP
Dordrecht*	Rotterdam Europoort	Venlo
Eindhoven*	Rotterdam Maasvlakte-West	Venlo TPN
Emmen**	Rotterdam Maasvlakte-West-west	

* Only the turning back with wagons loaded with dangerous goods is permitted. Other (shunting) operations with dangerous goods are not permitted.
** Only operations with category C3 (maximum 500 wagons p/y) are allowed.

The available rail yards are selected to accommodate shunting processes near the start or end point of rail transport flows to/from potential shippers/recipients/processes of dangerous goods, as well as the necessary in transit shunting processes (locomotive exchange/direction change/stabling). For the purpose of the timetable, the Logistics Portal publishes the *Environmental Checklist* and, at rail yard level, the *Points of attention for the environment permit documents*. The *Environmental Checklist* includes all the rail yards where, to date, shunting with dangerous goods relevant to external safety is permitted by law. The documents *Points of attention for the environment permit* outline the contents of the environmental permit for each rail yard. ProRail will handle requests from titleholders for the designation of other/supplementary rail yards in accordance with the procedures as described in section 2.6.1 *Capacity and infrastructure developments based on the needs of titleholders and ProRail.*

The handling of trains with dangerous goods at rail yards is subject to environmental permits. Section 2.4.2.1 *Environmental permits* discusses the application procedure for an environmental permit pursuant to the Environment and Planning Act.

If railway undertakings collectively apply for more capacity than is locally permitted, ProRail may, as part of the integral capacity management, opt to subject the capacity allocation to an individual applicant to specific restrictive conditions and regulations, in such a manner as to ensure that the total allocated capacity complies with the permit conditions.

In order to comply with statutory obligations regarding external safety at rail yards, ProRail requires railway undertakings to provide supplements and corrections to the data collected by ProRail. This procedure is described in more detail in Appendix 8.

Carriage of dangerous goods
Route sections on which the transport of dangerous goods is excluded or restricted due to local environmental risks are listed in Appendix 9. The periodic report on external safety is further described in Appendix 8.

2.4.4 User regulations and restrictions for railway tunnels

User regulations
Railway tunnels are generally fitted with specific safety and evacuation facilities. These facilities and the accompanying calamity plans help persons to escape to safety in case of a calamity. The following tunnels are suitably equipped:

- Hemspoortunnel (Amsterdam Sloterdijk – Zaandam)
- Velserspoortunnel (Santpoort Noord – Beverwijk)
- Schipholspoortunnel (Hoofddorp – Amsterdam Riekerpolder Aansluiting)
- Spoortunnel Rijswijk (Den Haag Moerwijk – Delft)
- Willemsspoortunnel (Rotterdam Centraal – Rotterdam Zuid)
- Overkapping Barendrecht (Rotterdam Lombardijen – Zwijndrecht)
- Dive-Under Barendrecht (Rotterdam – Barendrecht)
- Botlekspoortunnel (Botlek – Pernis)
- Sophiatunnel (Kijfhoek Zuid – Papendrecht)
- Giessentunnel (Giessendam – Gorinchem)
- Pannerdensch Kanaal spoortunnel (Valburg – Duiven)
- Spoortunnel Zevenaar (Duiven – Zevenaar)[33]
- Spoortunnel Best (Boxtel – Eindhoven Strijp-S)
- Groene Hart spoortunnel (Hoofddorp – Rotterdam)
- Spoortunnel Rotterdam-Noord (Hoofdddorp – Rotterdam)
- Oude Maas spoortunnel (Rotterdam – Hazeldonk)
- Dordtsche Kil spoortunnel (Rotterdam – Hazeldonk)
- Drontermeerspoortunnel (Dronten – Kampen Zuid)
- Spoortunnel Nijverdal (Raalte – Wierden)
- Spoortunnel Delft (Rijswijk – Delft Campus)

Further information on safety in railway tunnels, including the above-mentioned calamity plans, can be found on the Logistics Portal.

User restrictions
Specific tunnel related traffic & transport restrictions are stated in Appendix 9.

2.4.5 User regulations and restrictions for railway bridges and other structural works

Railway bridges that are opened according to a fixed timetable or on call (request scheme) to enable the passage of shipping are shown in Appendix 18. The opening times of railway bridges subject to a fixed timetable are laid down in the 2027 timetable determined by the Minister of Infrastructure and Water Management[34] and subsequently published on the Waterway Information website. The *User Instructions GVS00094??buitengewoon ontbreekt* apply to all structural works (see the Logistics Portal). This includes speed limits.

2.4.6 User restrictions due to platform safety

ProRail manages the transfer facilities at stations, including platforms. Due to the limited capacity of a platform in combination with expected passenger numbers, high risk situations can arise. The degree of risks associated with current use of platforms is mapped out using the *Platform Safety Risk Model* (see the Logistics Portal). Based on the initial results of the risk model, ProRail has drawn up a list of points for attention with regard to the timetable design. This list, '*Transfer issues in timetable design*', serves as input for the process of preparing the timetabling process and can be viewed on the Logistics Portal. Changes to the timetable that have a large impact on platform safety are tested

[33] This is the rail tunnel that is part of the Betuweroute.
[34] Section 25 Railways Infrastructure Decree.

against this. If the results show that there are real risks with regard to platform safety, this may lead to user restrictions.

In view of transfer risks - and for the purpose of rail infrastructure management and development in relation to capacity requests - ProRail measures the transfer load at a number of stations with (potential) capacity bottlenecks on an ad hoc basis. These measurements provide insight into the use of existing on-site transfer capacity. In addition, ProRail makes agreements with railway undertakings in the Access Agreement about the provision of transport data by railway undertakings (see Appendix 8, items 2.1.6 and 2.1.7).

2.4.7 User restrictions due to shortened braking distances

In the 2027 timetable, user restrictions due to shortened braking distances will apply at various locations. An overview of the locations concerned – including the applicable minimum braking distances and the required braking percentages for trains at these locations – can be found in the document '*Braking tables and reduced braking distances*' on the Logistics Portal.

2.4.8 User restrictions within the context of one-man operation

On various route sections, the passenger train service is run by means of one-man operation. This means that the driver is responsible for the departure order. On these route sections, departure signals on the platform are not necessary for the safe and punctual operation of the train service. ProRail specifically designates these route sections for one-man operation and no departure signals are installed during modification or newbuild work. This is a user restriction for trains not running with one-man operation. The route sections designated for one-man operation are shown on the map in Appendix 16. The absence of departure signals does not imply that a chief conductor no longer needs to be present on the train in case of passenger transport.

2.4.9 Local user restrictions from the application of the safety management system

Under ProRail's statutory safety management system[35], local user restrictions may apply to ensure safety on the railway infrastructure. ProRail has included these use restrictions in the *DONNA local particulars* (see the Logistics Portal and section 4.5.4 *Further description of the processes*).

2.5 Availability and safety of the railway infrastructure railway infrastructure

This section describes the availability of the railway infrastructure managed by ProRail.

Availability
Availability concerns the level of availability of the track for train services. If the track is unavailable, we refer to this as unavailability. ProRail distinguishes between two categories of unavailability:

1. Planned unavailability for maintenance work and projects.
2. Unplanned unavailability due to disruptions.

The planned unavailability is required for the proper performance of maintenance, repair and management works (including the necessary testing of infrastructure systems and safety organisation

[35] Railway undertakings and infrastructure managers are required by law to have a safety management system that ensures the safety of rail traffic and their operations. This is done by drawing up and recording procedures and associated documentation to control risks.

drills) as well as newbuild or conversion works on or near the main railway network. Disruptions are categorised according to their root causes. Disruptions can occur in the technology or can be the result of weather conditions, processes and third parties. Not every disruption leads to infrastructure unavailability.

More information about specific situations in which the railway is unavailable or has reduced availability can be found in the following sections:

- Section 4.3 *Temporary Capacity Restrictions*: describes the procedures for capacity allocation for planned work on or near the main railway network.
- Section 2.6 *Capacity and infrastructure development* and Appendix 10 describe the process of conversions and provide an overview of planned infrastructure (study) projects.
- Section 6.3.2 *Measures in the event of disruptions to the planned timetable on the national network* and Appendix 23, item 8.3 discuss seasonal measures for each aspect of weather conditions (temperature, wind force, precipitation, etc.). These measures can be consulted via the OCCR's incidents and calamities website ICDOC.

Safety

ProRail maintains strict procedures with regard to controlling the safety of train traffic during operations by traffic control and other management tasks so that ProRail can provide safe routes to railway undertakings. ProRail's safety ambitions are in line with the Railway Safety Policy Agenda 2020-2025[36] and the six-monthly letters to parliament regarding railway safety from the Ministry of Infrastructure and Water Management.

In case of development of rail traffic and/or changes in (the use of) infrastructure, any increasing risks in rail traffic shall be compensated by mitigating measures in the form of infrastructure measures, where necessary combined with logistical measures. In doing so, ProRail follows the following developments:

- Pattern-based expansion of frequencies in passenger transport (also in off-peak periods).
- Structural changes to the time slot of a passenger train (series).
- Taking into use of new stops.
- Structural changes to stops (short stop instead of arrival/departure or vice versa).
- Structural new or rerouted freight trains.
- Structural changes in track use.

ProRail strives, where necessary in consultation with railway undertakings, to eliminate avoidable risks in the use of the railway infrastructure (including the use of level crossings). ProRail screens off parts of the main railway network including rail yards on the basis of a site-specific risk analysis so that they cannot be accidentally or unintentionally accessed by third parties. During management and maintenance, ProRail ensures that the existing railway infrastructure and facilities, including stabling yards and rail yards, can be used safely.

ProRail monitors the safety of level crossings in order to gather information to be able to respond to developments in train traffic and intersecting traffic. The aim is also to prevent a deterioration in the safety situation. During the development of intersecting traffic, ProRail, in consultation with the (road) manager involved, seeks infrastructural measures to prevent or reverse a worsening of the safety situation.

With a view to improving the safety level, ProRail also closely analyses all safety incident reports and their handling.

ProRail controls the specific environmental risks attached to the transport of dangerous goods by maintaining an operational organisation that can respond effectively to incidents involving dangerous goods. In as far as ProRail is obliged by public authorities to take measures to control the risks

[36] The Ministry of Infrastructure and Water Management is currently working on a new Safety Framework. The Network Statement will be amended accordingly if there is reason to do so.

attached to the transport or handling of shipments of dangerous goods (e.g., volume control), ProRail will perform such measures.

2.6 Capacity and infrastructure developments

The railway infrastructure and associated facilities are subject to constant change. Changes can be initiated by capacity developments (the needs of titleholders and ProRail itself) and as a result of external factors (see section 2.6.2 *External developments that influence the possible use of the infrastructure*).

2.6.1 Capacity and infrastructure developments based on the needs of titleholders and ProRail

Capacity developments can – provided funding is available – lead to infrastructure developments. Capacity developments result from the following processes:

- At the request of the Ministry of Infrastructure and Water Management, ProRail can carry out studies to determine what measures are needed to enable traffic development in the medium and long term. Concession authorities and/or other administrative stakeholders, such as port authorities, may also request ProRail to carry out studies to determine what measures are necessary to enable traffic development in the medium and long term. The results of these studies provide input for longer-term infrastructure developments.

- At the request of titleholders, logistical changes can be communicated through the medium-term process (MLT process). The aim of the MLT process is to reach agreements within the rail sector on the necessary logistical developments for the next two to seven years. During this process, all product steps (such as frequency increases or the use of different and new rolling stock) are assessed in their entirety. Product steps are tested for feasibility in various areas by ProRail experts (for further information on the assessment of product steps, see the document '*Assessing product steps within the MLT process*' on the Logistics Portal).[37] These feasibility tests include risk assessments for track stability[38], traction energy supply[39] and level crossing safety[40]. The final judgment on whether there are technical restrictions to a desired product step rests with ProRail. The results of the feasibility tests are shared and discussed with the relevant titleholder.

  The outcome of the (comprehensive) feasibility test may be that there are bottlenecks and that further research and/or further measures are necessary before the desired product step can be implemented. This may lead to congestion statements for the near future (see section 4.6 *Congested railway infrastructure*). A congestion statement for the near future will be followed by a capacity analysis and capacity expansion plan, which will be financed by ProRail.[41] The outcome of

[37] The various components concern: timetable, feasibility, stabling capacity, environmental capacity, noise, transfer safety, level crossing safety, train safety (including train detection), rolling stock approval, traction power supply, trackbeds, structures, tracks/switches, capacity allocation and ICT.

[38] The risk assessment with regard to track stability is based on Eurocode 0: NEN-EN 1990 - Basis of structural design. This standard has also been used as the basis for the national risk map. At present, the knowledge institutes TUDelft and Deltares are helping to develop a modified test method as described in RLN00414 *Test of structural safety of existing trackbeds* (see the Logistics Portal).

[39] The risk assessment related to traction power supply takes place under the Energy TSI. This TSI refers in Appendix E to the European standards that must be met. ProRail's draft regulation OVS00012 *Traction Power Supply 1500V DC* elaborates on this (see the Logistics Portal).

[40] The risk assessment in relation to level crossing safety takes place on the basis of the Railway Safety Policy Agenda 2020-2025 (The Ministry of Infrastructure and the Environment is working on a new policy agenda, ProRail will adjust the Network Statement if the new policy agenda gives cause to do so) and ProRail's procedure PRC00200 *Risk Analysis and Risk Compensation for Level Crossing Safety* (see the Logistics Portal).

[41] For information on financing capacity-enhancing measures, see section 4.6 *Congested railway infrastructure* (under the heading financing).

the MLT process is an overview of product steps including a feasibility test per product step. This forms the basis for the process of preparing the timetabling process (see section 4.5.0 *Preparation timetabling process*). For more information on the MLT process, see the Logistics Portal.

- The capacity allocation process for train paths may result in a congestion statement (see section 4.6 *Congested railway infrastructure* and Appendix 10, item 3). Such a capacity bottleneck may be of an infrastructural nature or result from the provisions of the applicable environmental rules and regulations. This includes infrastructure that is expected to have insufficient capacity in the near future. ProRail will by means of a capacity analysis and capacity enhancement plan determine possible measures aimed at increasing the capacity, including a schedule for the performance of such measures. Possible measures are process adjustment, infrastructural measures or environmental measures. The capacity enhancement plan is drawn up in consultation with the titleholders that are affected by the congested railway infrastructure.

- Railway undertakings may in terms of their activities and business operations (e.g., the running of trains, stabling, cleaning, inspection, loading and unloading) [42]experience a need to change the existing service package in terms of railway infrastructure or facilities. This need can be expressed via accountmanagement@prorail.nl, after which ProRail can offer a suitable solution in consultation with the titleholder. If the solution is not available within the current service package, a tailor-made solution may be developed in consultation with the titleholder. A request for a conversion at rail yards may imply that an application for or an amendment of the environmental permit is required. ProRail determines how such a request is met, and who must pay the costs of this conversion.

- Finally, ProRail's business operations, objectives and ambitions may also lead to changes and/or restructuring of the railway infrastructure and associated facilities.

For an overview of the planned infrastructure projects and study projects, see Appendix 10, items 1 and 2.

2.6.2 External developments that influence the possible use of the infrastructure

Usability of the railway infrastructure is also partly determined by conditions beyond the realm of ProRail's responsibilities. When issuing this Network Statement, ProRail took into account the conditions known at that time. If new external developments occur within the validity period of this Network Statement that affect the possibilities for use of the railway infrastructure, ProRail will consult with the railway undertakings concerned on how to deal with these developments.

[42] Section 7(2) Railways Capacity Allocation Decree.

3 Access conditions

3.1 Introduction

This chapter describes the conditions for access to and use of the main railway network managed by ProRail.

3.2 Access requirements

3.2.1 Requirements to request capacity

The following categories of natural person or legal entity are entitled to request capacity from ProRail:

- Railway undertakings in possession of an operating licence.
- Undertakings that have requested an operating licence.
- Parties granting concessions for public transport by train.
- Each natural person or legal entity that can demonstrate to ProRail that it has a commercial interest in the acquisition of capacity for the transport of passengers or goods by rail.[43]

A titleholder requesting capacity for an international train must have a Company Code or a Railway Interchange Coding System (RICS) code. This is stipulated in the TSI TAP[44] and TSI TAF[45]. In case of a request for an international train path, the titleholder must be entitled to submit this request in all countries covered by the request. A titleholder that requests capacity for national trains via the service Capacity requests according to TSI TAF/TAP standard, see Appendix 23, item 4.1, must also be in possession of a Company Code.

Titleholders that are not railway undertakings may only enter into an access agreement that does not grant them access to the main railway network. This is referred to as a capacity agreement and is also designated as such in this Network Statement.[46]

It is prohibited for titleholders to trade and/or transfer capacity. Violation of this prohibition leads to the exclusion of further allocation of capacity.[47] Where a railway undertaking uses the capacity requested by a titleholder which is not itself a railway undertaking, this shall not be regarded as a transfer and there shall be no breach of the prohibition.

3.2.2 Requirements for access to the railway infrastructure

As defined in the Railways Act, railway undertakings have access to the main railway network and can thus participate in train traffic when they:

- hold a valid operating licence or comparable document;
- hold a valid safety certificate;
- are insured against risks related to statutory liability;

43 Section 57 Railways Act.

44 Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem telematics applications for passenger services of the trans-European rail system, *OJEU* 2011 L 123.

45 Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006, *OJEU* 2002 L 356.

46 Section 27(1,2) Railways Act.

47 Section 57(3) Railways Act. The ACM supervises the prohibition and enforcement thereof under Sections 70(2) and 71(1) Railways Act. If a titleholder or the infrastructure manager suspects that capacity is being traded, it may submit a request for enforcement or complaint to the ACM.

- have concluded an Access Agreement with ProRail.[48]

This is subject to the condition that the intended traffic participation is permitted by the operating licence described above, the safety certificate and the insurance. ProRail stresses that the provision of rail transport services is subject to statutory provisions, as summarised in Appendix 7.

In particular, ProRail refers to its obligation no later than 18 months before the start of the period of validity of the timetable to notify ProRail (via accountmanagement@prorail.nl) and the ACM of its intention to apply for capacity in the 2027 timetable with a view to operating a passenger transport service that is not part of a concession as referred to in Section 20(1) or (4) Passenger Transport Act 2000.[49] For more information, see the ProRail website.

The contact particulars of the ACM are:

organisation:	ACM, Consumer & Market Authority
postal address:	PO Box 16326 2500 BH The Hague
phone:	+31 (0) 70 72 22 000
fax:	+31 (0) 70 72 22 355
mail:	acm-post@acm.nl (general) opentoegang@acm.nl (Open Access requests)
website:	https://www.acm.nl/nl/onderwerpen/vervoer

Autoriteit Consument & Markt

3.2.3 Operating licences

An operating licence is prescribed for access to the main railway network.[50] Operating licences for undertakings established in the Netherlands are issued by the Human Environment and Transport Inspectorate (ILT).

Information on the various types of operating licences with the accompanying requirements is contained in Appendix 7. The contact particulars of the ILT are:

organisation:	Environmental Health and Transport Inspectorate Rail and Road Transport
postal address:	PO Box 16191 2500 BD The Hague
phone:	+31 (0) 88 489 0000
website:	www.ilent.nl

Inspectie Leefomgeving en Transport
Ministerie van Infrastructuur en Waterstaat

3.2.4 Safety certificates

A safety certificate is prescribed for access to and use of the main railway network.[51] Safety certificates are issued by the ILT.[52]

Railway undertakings as well as prospective railway undertakings preparing to obtain a safety certificate can (see the ProRail website) obtain access to the Logistics Portal on request. On the Logistics Portal, ProRail makes available information on the route(s) it wishes to operate, in

48 Section 27(2) Railways Act.
49 Section 57(4,5) Railways Act.
50 Section 27(2)(a) Railways Act.
51 Section 27(2)(b) Railways Act.
52 For the European legal frameworks relating to safety certificates, see the era website.

accordance with the provisions of the technical specifications for Interoperability of the train traffic operation and management subsystem.[53]

3.2.5 Insurance

A railway undertaking that makes use of the main railway network shall be insured against the financial risks arising from statutory liability.[54] The cover provided by a railway undertaking must be at least €10,000,000 per event, with the Netherlands as the area of cover.[55] For companies not operating in the professional transport market and also not physically operating in the midst of rail traffic on the main railway network, a lower coverage requirement applies by law, of at least €2,500,000 per event.[56]

3.3 Contractual agreements

In civil law terms, this Network Statement is an offer by ProRail to titleholders for access to and use of the railway network managed by ProRail and the accompanying services provided by ProRail. On grounds of specific legal regulations[57] and non-discriminatory considerations, not all parts of this offer are open to individual negotiation. The *ProRail Conduct guidelines at rail yards* (*RLN00300*)[58] always apply to access by (personnel of) railway undertakings and their auxiliary persons to buildings and sites of ProRail.

3.3.1 Framework agreements

ProRail does not offer framework agreements.

3.3.2 Access Agreements with railway undertakings

An Access Agreement is one of the requirements for access to the main railway network and is concluded between a railway undertaking and ProRail. An Access Agreement shall comply with the conditions set out in Section 59 Railways Act and shall in any case contain provisions on the quality of the main railway network to be offered by the infrastructure manager and the applicable charge. For the model text of and Access Agreement and corresponding General Terms & Conditions, refer to the ProRail website and Appendix 5.

Conclusion of the agreement
ProRail will on request inform titleholders about the information and documents to be submitted prior to the signing of the agreement.
Titleholders who wish to conclude their first Access Agreement as railway undertaking must take into account that due to administrative preparations, a term of one week applies between the signing of the agreement and the first use of the main railway network.

3.3.3 Capacity Agreements with titleholders not being railway undertakings

The Access Agreement between ProRail and a titleholder, which is not a railway undertaking, is referred to in the Network Statement as a Capacity Agreement. The Capacity Agreement only concerns the allocation and reservation of capacity, but does not give any right to access or use of the main railway network, also not for stabling. For the actual use of capacity, the titleholder must designate a railway undertaking that has an Access Agreement with ProRail thirty days before the traffic day and notify ProRail accordingly. The reservation of capacity under the Capacity Agreement

53 *TSI Operations and Traffic Control* 2019/773.
54 Section 55 Railways Act.
55 Section 7 Operating Licence and Safety Certificate (Main Railway Network) Decree.
56 Section 8(3) Operating Licence and Safety Certificate (Main Railway Network) Decree.
57 Sections 59 and 62 Railways Act.
58 Available via the Logistics Portal or the ProRail website.

lapses if the titleholder has not notified ProRail at least thirty days before the traffic day which railway undertaking will operate the train service on the train paths requested by the titleholder. This can be done via the ProRail One-Stop-Shops (OSS, see section 4.2.4 for contact details). For the model text of a capacity agreement with the associated General Terms & Conditions, see the ProRail website and Appendix 5.

3.3.4 General Terms & Conditions

The General Terms & Conditions are agreed upon conclusion of the Access and Capacity Agreements (see Appendix 5). The General Terms & Conditions describe the administrative, technical and financial arrangements that apply to the use of the main railway network managed by ProRail and the services offered. *Regulations of the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic* (CUI)[59], which by operation of law apply only to the use of the main railway network in international train traffic, have been included in the General Terms & Conditions, or are by way of the General Terms & Conditions declared to apply mutatis mutandis to the use of main railway network for domestic transport and for other use of the railways to which the regulations of the CUI do not legally apply. The Access Agreement and the General Terms & Conditions have been drawn up in accordance with the European General Terms & Conditions as agreed between the International Rail Transport Committee (CIT)[60] and RailNetEurope (RNE). The European General Terms and Conditions are available for consultation on the ProRail website or on the RailNetEurope website.

ProRail offers the following possibilities for deviation from the General Terms & Conditions:

- The maximum amount of compensation payable to the railway undertaking under Article 18 General Terms & Conditions is €100,000,000 or €200,000,000 per loss event as referred to in the General Terms & Conditions, except in case of intent and/or deliberate recklessness; and the maximum amount of compensation payable to the infrastructure manager under Article 19 General Terms & Conditions is €100,000,000 or €200,000,000, except in case of intent and/or deliberate recklessness.
- In deviation of Article 18.5 and Article 19.4 General Terms & Conditions, the stated threshold amount for claims for compensation is set at €10,000 or €20,000 per loss event.

3.4 Specific access requirements

3.4.1 Railway vehicle acceptance requirements

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.[61] The ILT, 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.[62] Licences are granted via the European Railway Agency (ERA) or the ILT. The manner in which the ILT involves ProRail in this is laid down in a policy rule.[63] For more information about test trains, see section 3.4.5 *Test trains and other special trains* and section 4.7 *Exceptional Transport, test trains and other special trains*.

The admission of railway vehicles is subject to the requirements of the Technical Specifications for Interoperability (TSI)[64] and the Railway Vehicles Service Regulation 2020 (Ris). Information about the

59 Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic, Annex E to the COTIF.
60 Sector association of carriers.
61 Section 26q Railways Act. The European register of approved vehicle types is ERATV (see Appendix 23, item 11.3).
62 Section 26r Railways Act.
63 Policy rule on the role of the infrastructure manager in the admission of vehicles under the Railways Act.
64 These include the TSI Rolling Stock - Locomotives and Passenger Trains and the TSI Control-Command and Signalling Subsystems of the Railway System.

main railway network can be found in the Register of Infrastructure (RINF). Additional information on the main railway network may be required for testing and assessment of requirements. Questions about this can addressed to inzet.spoorvoertuigen@prorail.nl. For the specific access requirements applicable to hump locomotives on the Kijfhoek shunting hump, see items 5.2 and 5.3 of the table in section 7.3.5.2.2 *Kijfhoek shunting hump*.

Operation and maintenance of railway vehicles
As soon as a railway vehicle is commissioned by a railway undertaking, said undertaking is responsible for operation and maintenance of the railway vehicle in accordance with the applicable statutory and essential requirements[65]. [66]

Railway vehicles data
ProRail requires data from railway undertakings on new and modified railway vehicles, as referred to in section 3.4.6 *Requirements with regard to information provision* in conjunction with Appendix 8 (items 2.1 and 2.2) and section 2.5 *Availability and safety of the railway infrastructure* in conjunction with section 6.2.8.1 *Principles* (under point 6). The Logistics Portal includes a format with a specification of the information to be provided (*Format for providing rolling stock characteristics*). The completed format must 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.

Braking tables
The braking tables already in use until 1 April 2020 that were included in Annex 2 Rail Traffic Regulations[67] will be made available via the Logistics Portal in accordance with Article 4.2.2.6.2 of the *Operations and Traffic Management (OPE) TSI*. In the application of these braking tables, the rules and calculation methods set out in Sections 9 to 22 and Annex 3 Rail Traffic Regulations as in force on 31 March 2020 shall apply.[68] ProRail also provides background information on the development of the light signalling system – particularly on braking performance and maximum speed in relation to signal distances – via the Logistics Portal.[69]

Use of railway vehicles
The railway undertaking shall check whether a vehicle is licensed, whether the vehicle is registered in the vehicle register, whether the railway vehicle is compatible with the main railway network to be operated on and whether the railway vehicle is correctly integrated in the composition in which it is intended to operate by means of the Register of Infrastructure (RINF) and the safety management system.[70] For further information on compatibility requirements relating to train detection systems, see section 2.3.13.2 *Train detection systems*. For further information on compatibility with curve radii, see section 2.3.2 *Track geometry*.

Use of ATB-Vv[71]
Insofar as not agreed otherwise in the Access Agreement, the railway undertaking guarantees that all trains intended for structural deployment on route sections and rail yards with ATBEG, are fitted with ATB-Vv. In those cases that a train not fitted with ATB-Vv is deployed on route sections and rail yards with ATB, the railway undertaking will analyse the associated risks and take the necessary risk mitigation measures. This analysis will be carried out in accordance with Implementing Regulation (EU) no. 402/2013 on the adoption of a common safety method on risk evaluation and assessment.

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65 The essential requirements are defined in Annex III to Directive 2016/797/EU.
66 Section 26c(1) and Section 26k(6) Railways Act.
67 Government Gazette 2020, 14353
68 Rail Traffic Regulations dated 31 March 2020.
69 The use of this information is intended solely for informational purposes and is at the user's own responsibility.
70 Section 26p Railways Act in conjunction with Section 23 Railway Vehicles Service Regulations 2020.
71 ATB-vv and ATBEG are automatic train control systems. For a definition of these terms, see Appendix 2. For more information on train control systems, see section 2.3.13.1 *Train control systems*.

Moreover, the parties will make additional arrangements regarding the exchange of (safety) information as referred to in Article 4 of Regulation (EC) no. 1078/2012.

Use of ERTMS
When railway undertakings (but also suppliers of ERTMS rolling stock suitable for ERTMS and ERTMS on-board equipment) want to use the ProRail ERTMS Integration Lab (PREI, see Appendix 23, item 2.1) for ESC checks within the context of rolling stock approval, they shall first contact inzet.spoorvoertuigen@prorail.nl before requesting access to the lab. For more information about the ERTMS programme, see Appendix 10, item 2 *Infrastructure study projects*. Communication encryption keys are required in order to operate on ERTMS Level 2 sections. For more information about requesting communication encryption keys, see Appendix 23, item 11.2.

Controlling the quality of railway vehicles
Unless otherwise agreed in the Access Agreement, the railway undertaking will ensure that, when operating a railway vehicle, demonstrable use is made of measurement data on the quality of the running surface of the wheels of that railway vehicle, insofar as that railway vehicle is used on route sections where WILD measuring points are located. For more information about WILD, see section 7.3.7.1 *Monitoring railway vehicles* and Appendix 23, item 11.3).

3.4.2 Requirements with regard to operations and personnel

The railway undertaking will ensure that the personnel and (auxiliary) persons deployed under its responsibility in the sense of the Railways Act, have received sufficient instructions concerning the safety aspects and the proper execution of operating processes.[72]

ProRail will provide the railway undertaking with easily accessible information on the location of the crossings, tunnels and traverses. ProRail also provides information to the railway undertaking about the location of walkways, walking routes, escape routes and parking spaces at rail yards through, for example drawings and the *Local particulars rail yards* on the Logistics Portal (see also section 6.2.10 *Local particulars rail yards*).

For specific requirements regarding running with ERTMS and the use of the Kijfhoek shunting hump, ProRail refers to the relevant sections of the Network Statement: section 2.3.10 *Signalling systems*, section 2.3.13 *Safety systems*, section 6.2.2 *Procedure for operating infrastructural elements (including user processes for ERTMS)*, Appendix 10, item 2 *Infrastructure study projects* and section 7.3.5.2.2 *Kijfhoek shunting hump*.

3.4.3 Exceptional Transport

Exceptional Transport is transport where dimensions, weight or nature of the load or rail vehicle type require special technical or operational measures and for which an Exceptional Transport regulation is required. This is set out internationally in *IRS 50502, Chapter 1*.[73]

Such transport is subject to specific conditions of an Exceptional Transport regulation. Details of the request procedure for train paths for Exceptional Transport and Exceptional Transport regulations can be found in section 4.7 *Exceptional Transport, test trains and other special trains* and in the *Exceptional Transport procedure* on the Logistics Portal. Section 5.4.3 *Facilitating Exceptional Transport* describes the facilitation of Exceptional Transport as an additional service including charges.

[72] Section 22(2)(d) and Sections 49 to 54 Railways Act and any other relevant legislation as included in section 1.3.1 *Legal framework.*

[73] Except for those vehicles running on own wheels that do not have a (temporary) vehicle licence or exemption in accordance with Sections 26q and 26r Railways Act.

3.4.4 Dangerous goods

The transport of dangerous goods by rail is governed by the Carriage of Dangerous Goods Act, the Decree on the Carriage of Dangerous Goods and the Regulation for the carriage of dangerous goods by rail, which incorporates the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)[74] into Dutch legislation.

For a number of elements of the railway network qualified as 'structure within the sense of the Housing Act[75]' (such as railway tunnels), user restrictions are in effect on the basis of which the transport of dangerous goods over those parts of the railways is restricted or even prohibited; see also section 2.4.1 *Specialised railway infrastructure*. Activities at rail yards involving wagons carrying dangerous goods may be subject to authorisation and, in that case, are permitted at rail yards equipped for that purpose (see section 2.4.3 *Risk-related user restrictions*), subject to the conditions of the environmental permit granted for that rail yard.

Before the departure of a train carrying dangerous goods, the railway undertaking must notify ProRail of all information required by ProRail as infrastructure manager.[76] ProRail shall receive the UN number and the hazard indication number of those dangerous goods, as well as of their position in the train[77].

The railway undertaking shall ensure that ProRail at all times during the transport of dangerous goods (including the stay at a rail yard during transport) has prompt and trouble-free access to the load data of wagons with dangerous goods, as well as the location of those wagons in relation to the other wagons of the railway undertaking in the train.[78]

The Access Agreement sets out whether the railway undertaking's activities include the transport of hazardous substances and what agreements are made about the provision of data on that transport (see also section 6.2.5 *Provision of load data* and Appendix 8, items 2.1.1 to 2.1.3).

If the activities of the railway undertaking include the transport of nuclear substances, the additional costs of ProRail and/or its auxiliary persons are for the risk and account of the railway undertaking.

3.4.5 Test trains and other special trains

A railway vehicle must always have a vehicle licence[79]. However, there are two exception situations:
1. An exemption from having a vehicle licence has been granted for the railway vehicle by the regulator[80]. The exemption may require further regulations with the infrastructure manager;
2. A temporary use permit has been granted for the railway vehicle by the regulator for conducting tests[81]. Conducting a test is coordinated with the infrastructure manager in advance and the latter may issue instructions[82].

In addition, there may be a need to run trains that deviate from the regular use of the infrastructure and/or run on route sections with restrictions or exclusions (see section 2.4.1 *Specialised railway infrastructure*) and therefore require special attention during operation. Examples include (special) passenger trains on freight lines, steam trains in tunnels, trains that are longer than the departure, passing and arrival tracks and the platform tracks on the line, rail vehicles without detection safety or defective railway vehicles, etc. This category is called "other special trains".

For further information for requesting capacity to run test trains and other special trains, see section 4.7.2 and the *Procedure for test trains and other special trains* on the Logistics Portal.

74 Annex C to the Convention concerning the international carriage by rail (COTIF).
75 Annex A to Section 1.1 Environment and Planning Act.
76 Article 4.2.2.7.2 of the TSI Operations and Traffic Control 2019/773.
77 Section 1.4.3.6b RID.
78 Section 1.4.2.2.5. in conjunction with 1.4.3.6b RID.
79 Section 276k(2) Railways Act
80 Section 26q(6) Railways Act
81 Section 26r Railways Act.
82 Section 24 Railway Vehicles Service Regulations 2020.

3.4.6 Requirements with regard to information provision

The railway undertaking shall continually provide ProRail with the information it requires concerning the use of the infrastructure. Examples of such information are:

- Information that must be included by the railway undertaking in capacity requests (see Chapter 4 for requesting train paths, Chapter 7 for requesting stabling and shunting capacity and the use of the Kijfhoek marshalling yard, and Appendix 8 items 2.1.8 and 3).
- Information that the railway undertaking provides immediately prior to and during actual use of the main railway network (see section 6.2 *Operational Conditions*).
- 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, items 2.1.4 and 2.1.5).
- Information on types of rail vehicles that railway undertakings must make available to ProRail, including in the context of the analysis of the traction power supply system and noise emissions (see section 3.4.1 *Railway vehicle acceptance requirements* and Appendix 8, item 2.2.).
- Information on activities of the railway undertaking on parts of the railway infrastructure on which ProRail has reporting obligations under environmental law.
- For effective ERTMS chain management, it is necessary for parties to be able to identify the causes of performance problems so that ERTMS operational performance can be improved on this basis. To this end, standardised agreements for data exchange will be agreed in due course. Until then, incidental data exchange will take place in consultation between ProRail and railway undertakings. For more information, see Appendix 8, item 4.
- Transport data in the form of station relationship matrices for the purpose of railway infrastructure development in relation to the capacity demand of railway undertakings (origin - destination) of an average working day, morning peak period, evening peak period, average weekend day and year). The railway undertaking will cooperate if ProRail requests comparable data regarding the Dutch railway network for this purpose from the platform that carries out public transport transactions in the Netherlands (Translink) (see Appendix 8, item 2.1.6).
- Information provided by the railway undertaking on the number of passengers entering, leaving and transferring (per station and) per platform side for the purpose of testing for transfer risks for passengers in the field of platform safety, via the *Platform Safety Risk Model* (see Logistics Portal) or a further situational analysis (see Appendix 8, item 2.1.7).
- For the purpose of utilising rail yards up to ten years into the future, ProRail offers railway undertakings the opportunity to indicate their future intended use, so that ProRail can take this into account when building infrastructure at rail yards (see Appendix 8, item 1). To then carry out capacity analyses for the handling and (long-term) stabling of rolling stock at passenger yards, ProRail makes the ICT service Handling and Stabling Data and Information (BODI, see Appendix 23, item 5.2) available to all railway undertakings engaged in passenger transport.

Reports to meet the duty resting on railway undertakings to provide statistical data.
Railway undertakings are under a legal obligation to provide statistical data about their traffic to the Central Bureau of Statistics (CBS). ProRail is prepared, following receipt of an authorisation to this effect by the railway undertaking, to furnish data available to ProRail directly to the Central Bureau of Statistics.

By means of the Access Agreement, railway undertakings and ProRail make further agreements on the modality of information transfer, both as prescribed by law and under the terms of the Access Agreement. Parties can determine in the Access Agreement that information that serves several purposes need only be supplied once by the railway undertaking.

Information requests ACM
Under the Railways Act, the ACM is charged with investigating the state of competition in the rail transport services market. The ACM requests ProRail to complete a questionnaire each year as part of the Transport Monitor and as part of the European Commission's questionnaires (Rail Market Monitoring (RMMS) and IRG Rail (Market Monitoring – IRG Rail)). In order to keep the administrative burden on the sector as low as possible, the ACM requests the data centrally, directly from ProRail, as much as possible.

4 Capacity allocation

4.1 Introduction

In this chapter, ProRail describes the procedures, rules and schedules drawn up with a view to realising an organised and fair capacity allocation process. Railway capacity is distributed in the form of train paths. Capacity allocation at marshalling and stabling yards is described in Chapter 7 for the relevant service facilities (section 7.3.5.3 *Capacity allocation at marshalling and stabling yards*). Since capacity allocation of train paths and capacity allocation at yards cannot be separated, these processes are synchronous in time. For *Capacity allocation principles on international rail freight corridors* (Rail Freight Corridors), see section 4.10.

4.2 Process description train path capacity allocation

4.2.1 Processes and definitions

4.2.1.1 Process in general

With regard to capacity allocation, three main processes can be distinguished:

1. Preparation timetabling process
In this phase, starting in July 2025 and ending in January 2026, titleholders will have the opportunity to consult with ProRail about capacity requests for train paths to be submitted for the timetabling process. Titleholders also have the opportunity to submit feasibility studies[83]. The prearranged train paths (also called PreArranged Paths, abbreviated PAP) on international freight corridors are finally published at x-11 months before the start of the timetable.

For a more detailed description of the timetabling process preparation phase, see section 4.5.0 *Preparation timetabling process*. The preparation of the timetabling process includes the forecast of expected requests for freight and private passenger transport (capacity reservations). For further information about this forecast and the process rules for the prearranged train paths on international freight corridors, see sections 4.5.1 *Timetabling schedule and process* and 4.10 *Principles for capacity allocation on international freight corridors (Rail Freight Corridors)*.

2. Timetabling process
In the timetabling process phase, capacity requests for train paths from titleholders and capacity requests for pattern-based capacity restrictions[84] are processed into a normal timetable. If capacity requests from titleholders and/or pattern-based maintenance conflict with each other, programming and coordination[85] will take place.

The timetabling process relates to the normal timetable[86]. The term ‘normal timetable’ refers to the timetable at the level of recurring paths that are requested for at least eight weeks at the same time per traffic day (calendar day). Requests for train paths that do not fall under the normal timetable, such as a specific timetable on public holidays, special traffic days or extra trains for events and occasional trains, must therefore be submitted in the ad hoc phase.

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83 For information on feasibility studies, see section 4.9.2 *TTR process elements*.
84 This concerns capacity for maintenance work as referred to in Article 53 of Directive 2012/34/EU and further explained in section 4.3.2.1 *Pattern-based maintenance*.
85 As referred to in Articles 45 and 46 of Directive 2012/34/EU.
86 Section 4(2) in conjunction with Section 1 Railway Capacity Allocation Decree.

The timetabling process is recorded and communicated through a capacity allocation document per applicant, including any appendices and/or any references to DONNA, the application in which the planning and allocation takes place (see also Appendix 23, item 4.1). This states the capacity allocated to the applicant in question. This document becomes part of the Access Agreement agreed between titleholders and ProRail, in accordance with Section 59 Railways Act.

The titleholder then acquires the user right to the capacity assigned to the titleholder under the terms of the capacity allocation report. Once allocated, capacity cannot be transferred to another titleholder, with the exception of cases involving titleholders, not being railway undertakings, who have concluded a Capacity Agreement with ProRail.[87] These titleholders shall leave the actual use of the capacity to a railway undertaking designated by them with which ProRail has concluded an Access Agreement (see section 3.3.3 *Access Agreements with titleholders not being railway undertakings*). For the timetabling schedule, see section 4.5.1 *Timetabling schedule and process*.

3. Ad hoc allocation
The ad hoc allocation provides for additions, changes or cancellations of the capacity allocated by ProRail in the timetabling process for the 2027 timetable. Two types of capacity requests can be submitted during ad hoc allocation: the late requests (for the schedule, see section 4.5.2 *Schedule and process for late requests*) and ad hoc requests (for the schedule, see section 4.5.3 *Schedule and process for ad hoc requests*).

For the principles used in the above processes, see section 4.5.4 *Further description of the processes.*

4.2.1.2 Definitions used

ProRail uses the following definitions for capacity allocation:

Peak-traffic period
The peak-traffic period as mentioned in the Railway Capacity Allocation Decree[88] is specified by ProRail as follows: the period from 06:30 to 09:00 and from 16:00 to 18:30 on Monday to Friday, excluding public holidays.

International public transport by night train
International public transport by night train[89] as referred to in the Railway Capacity Allocation Decree is further specified by ProRail as follows: international public transport where somewhere along the entire route the train is operated at night and passengers have the option of spending the night on the train. An international train operating at night abroad and in the Netherlands at the time of the day period is also considered international public transport by night train.

Other passenger transport
Other passenger transport as referred to in Section 10(1)(m) of the Railway Capacity Allocation Decree is further specified by ProRail in the capacity allocation as follows: Passenger transport by train, other than public transport, characterised by non-recurring paths (an irregular timetable). Private passenger transport includes, but is not limited to: incidental party trains, tours, dinner trains, trains exclusively for a private party and museum trains.

87 Section 57(3) Railways Act.
88 Section 1 Railway Capacity Allocation Decree: *peak period: the two time periods of not more than 2.5 hours each on Monday to Friday during which a higher operating frequency is offered to passenger traffic than in the immediately preceding and subsequent time periods.*
89 As referred to in Section 10(1)(d) Railway Capacity Allocation Decree. A request for an international train path is a request that contains at least one foreign timetable point or that contains at least one border point.

4.2.2 Parties involved

The Railways Act and the Railway Capacity Allocation Decree provide further detailing of the provisions of Directive 2012/34/EU in order to allocate the capacity in a fair, reasonable and non-discriminatory manner.

All parties that meet the conditions described in section 3.2.1 *Requirements for requesting capacity* can request capacity for the 2027 timetable. Applicants for capacity for the 2027 timetable agree to the procedures, regulations and schedules for handling of all capacity requests contained in this Network Statement. Applicants also agree that ProRail will inform the other applicants of the requested capacity and the identity of the applicants involved in a conflicting request for traffic capacity. This information shall be treated confidentially by the parties concerned.

4.2.3 Submitting requests for train paths

A request for a train path can be submitted to ProRail in the following ways:

International train path
- Via the Path Coordination System (PCS) application (PCS, see Appendix 23, item 4.2.1).
  - Use of the PCS application is compulsory when requesting PreArranged Paths from the Corridor One-Stop-Shops (see below in this section).
  - For international requests, it is preferable to submit them via PCS. ProRail can then provide a better quality, harmonised offer.
- By means of an own application via the Common Interface based on TAF/TAP TSI specifications (see section 5.3.1 *Train path* and Appendix 23, item 4.1).
- In another form to be agreed in advance with ProRail.

National train path
- Via the Order Portal (see section 5.3.1 *Train path* and Appendix 23, item 4.1).
- By means of an own application via the Common Interface based on TAF/TAP TSI specifications (see section 5.3.1 *Train path* and Appendix 23, item 4.1).
- By means of a timetable designed in the DONNA application (see section 5.3.1 *Train path* and Appendix 23, item 4.1).
- In another form to be agreed in advance with ProRail.

The requests are checked by ProRail for completeness and correctness of the required data. If necessary, the applicant will be given the opportunity to amend and/or supplement the request within a specified time limit.

International train numbers[90]
For international requests, a titleholder shall apply for a train number via DB InfraGo or Infrabel and state this train number in the request. This applies to both timetable and ad hoc requests. The procedure for applying for an international train number can be found on the Logistics Portal.

If a titleholder chooses to submit only a national application to ProRail for an international train and not a harmonised application in PCS, the titleholder is responsible for coordinating this train path with the other infrastructure managers involved.

If a titleholder chooses to submit a request for a train path via both PCS and DONNA, the request in PCS will take precedence in the event of any differences between the requests.

Designation of concession trains
When applying for capacity for the timetable, titleholders must indicate whether the transport in question is subject to a concession granted under the Passenger Transport Act 2000. This must be

[90] A request for an international train path is a request that contains at least one foreign timetable point or that contains at least one border point.

indicated by providing a separate appendix to the capacity request with an overview of the trains that fall under a concession granted under the Passenger Transport Act 2000.

Requests for train paths for instructions by ProRail
Train paths subject to the user charge exemption scheme (due to instructions by ProRail)[91] can only be requested on the basis of a timetable entered in DONNA by the applicant or on request via the Order Portal and/or via the service 'Capacity requests in accordance with the TAF/TAP TSI standard'.

Requests for stabling and shunting capacity
For information on submitting requests for stabling and shunting capacity at rail yards, see sections:
- 7.3.5.3.2 *Timetabling schedule and process at rail yards*,
- 7.3.5.3.3 *Schedule and process for late requests*
- 7.3.5.3.4 *Schedule and process for ad hoc requests*
- 7.3.5.3.10 *Procedure for use of the Kijfhoek shunting hump*

4.2.4 One-Stop-Shop

A network of One-Stop-Shops (OSS) represents the infrastructure managers and railway capacity allocation authorities in international traffic. In order to request an international train path in the PCS application, a railway undertaking need only contact a One-Stop-Shop of the country of departure, which will then initiate the entire international coordination process.

For a list of the contact particulars of the One-Stop-Shops, go to the RailNetEurope website. To contact the ProRail One-Stop-Shop:

organisation:	ProRail, Capacity Management Capacity Allocation Department
postal address:	PO Box 2038 3500 GA Utrecht
office address:	Moreelsepark 3 3511 EP Utrecht
phone:	+31 (0) 88 231 3456 (standard) +31 (0) 88 231 3457 (Exceptional Transport)
email	oss@prorail.nl (standard) oss-bv@prorail.nl (Exceptional Transport)

ProRail

4.3 Temporary Capacity Restrictions

ProRail is responsible for maintaining the main railway network and implementing the expansion of the main railway network. For the procedure followed in terms of determining Temporary Capacity Restrictions, ProRail distinguishes between pattern-based capacity restrictions and incidental Temporary Capacity Restrictions (see section 4.3.2 *Types of Temporary Capacity Restrictions*).

4.3.1 General Terms & Conditions

a. ProRail, together with titleholders, ensures a transparent and efficient process, taking into account the operational and commercial interests of the parties involved.

[91] A zero rate applies to trains for management on behalf of ProRail. See section 5.3.1 *Train path* (item 4.2 of the table), 5.3.3 *Traction power supply* (item 4.2 of the table) and 0 *Facilitating Exceptional Transport* (item 4.2 of the table).

b. When considering the various implementation variants, ProRail takes into account its own costs and the operational and commercial consequences for titleholders, including the continuity of operating processes at rail yards (for freight processes and the service and maintenance of railway vehicles), and the consequence that the choice may lead to a different mode of transport or substitute stabling and handling capacity.
c. Determining Temporary Capacity Restrictions affecting international train traffic is the subject of coordination between ProRail and neighbouring infrastructure managers. The infrastructure managers concerned aim to ensure that the location, duration and timing of Temporary Capacity Restrictions are determined in such a way as to minimise nuisance to international train traffic. To minimise this nuisance, the infrastructure managers concerned shall ensure that cross-border rerouting routes are available and shall schedule work simultaneously on both sides of the border wherever possible.
d. When establishing Temporary Capacity Restrictions as described in section 4.3.2.2 *Temporary Capacity Restrictions*, ProRail may agree on financial compensation for titleholders with due observance of the provisions of section 4.3.2.3 *Ad hoc capacity for Temporary Capacity Restrictions* and 5.6.6 *Compensation scheme for planned Temporary Capacity Restrictions*. Financial compensation may also be paid to titleholders if previously published Temporary Capacity Restrictions are adjusted or supplemented, with due observance of the provisions of sections 4.3.2.3 and 5.6.7 *Financial compensation in case of Temporary Capacity Restrictions for works in the ad hoc phase*.
e. The railway undertaking shall ensure that railway vehicles stabled on tracks earmarked for a Temporary Capacity Restriction are removed before the start of the Temporary Capacity Restriction unless otherwise agreed (and recorded in Btd-planner, see Appendix 23, item 6.1). See also section 7.3.5.3.1 *Principles.*

4.3.2 Types of Temporary Capacity Restrictions

ProRail distinguishes two types of Temporary Capacity Restrictions for works on or near the infrastructure:

1. Pattern-based Temporary Capacity Restrictions[92] for:
   a. Pattern-based maintenance (also referred to as weekly maintenance in the *Procedure Book* and work instructions).
   b. Inspection ((video) inspection trains).

2. Incidental Temporary Capacity Restrictions [93] for:
   a. Replacement and/or renewal projects including the necessary supply, removal and work trains.
   b. Function expansion projects, including the necessary supply, removal and work trains.
   c. Works for third parties, e.g. when making changes to railway crossings.
   d. Management work, including system tests and safety drills.

4.3.2.1 Pattern-based Temporary Capacity Restrictions

Requesting the capacity required for pattern-based maintenance, video trains and other measurement trains follows the same process as requesting train paths during the timetabling process (see section 4.2.1 *Processes and definitions*).

4.3.2.1.1 Pattern-based maintenance

The required capacity for pattern-based maintenance is determined in terms of volume, frequency and location (route sections/rail yard). This is entered in Btd-planner. Btd-planner shows the status of pattern-based maintenance including agreements on the stabling of railway vehicles (see section

[92] This concerns capacity for the purpose of maintenance work as referred to in Article 53 of Directive 2012/34/EU.
[93] This concerns incidental Temporary Capacity Restrictions as referred to in Articles 8, 12 and 14 of Annex VII of Directive 2012/34/EU.

7.3.5.3.1 *Principles*) and deactivating the power supply. Pattern-based maintenance is also included in DONNA. Btd-planner is leading if there are differences between the two systems.

4.3.2.1.2 Video inspection train and other inspection trains
The required capacity for the video inspection trains is determined during the timetabling process phase. The required capacity for other measurement trains (it concerns incidental trains) cannot be planned during the timetabling process and is therefore published separately in this phase as a capacity reservation. This capacity reservation is only substantively processed during the ad hoc allocation based on the established priority rules included in the *Capacity for Management Procedure Book* on the Logistics Portal.

4.3.2.2 Incidental TCRs

Establishing incidental Temporary Capacity Restrictions involves the following process steps:

1. Drawing up principles for the planning of Temporary Capacity Restrictions
The principles for establishing Temporary Capacity Restrictions are described in the *Corridor Book 2027*, which can be found on the Logistics Portal.

2. Announcing the proposed Temporary Capacity Restrictions
ProRail will announce the intended TCRs prior to the start of consultation with titleholders. These TCRs can be announced per project, per route section or for the entire railway network and can be traced back to the project level.

3. Consultation on Temporary Capacity Restrictions
During consultation on the proposed Temporary Capacity Restriction, the titleholders concerned can request changes. The titleholders involved will provide insight into their interests and can make proposals for solutions. ProRail investigates whether and how the interests of titleholders can be met and makes this transparent. This may lead to further consultation.

To better assess the impact of incidental Temporary Capacity Restrictions for both titleholders and contractors, ProRail consults with stakeholders on the phasing of major projects and programming of major TCRs before the start of the formal timetabling process. These agreements are published on the Logistics Portal and are the starting point for the timetabling process described in this section. Since the determination and publication of incidental Temporary Capacity Restrictions takes place over a period of several years, titleholders are consulted if they have an Access or Capacity Agreement with ProRail at that time.

4. Determining the Temporary Capacity Restrictions
After completion of the consultation, the Temporary Capacity Restrictions will be published. This is done by sending a capacity allocation document to the relevant titleholders. The information is also published on the Logistics Portal.

When determining Temporary Capacity Restrictions, major public events are taken into account as much as possible. Titleholders must therefore make these events known during the consultation on the TCR. The submit event request process is laid down in Chapter 5 of the *Corridor Book 2027*.

If, as a result of a Temporary Capacity Restriction, there is competition between pattern-based maintenance and traffic to be rerouted, the pattern-based maintenance will lapse. This is unless the number of remaining moments (frequency/interval) results in too few regular maintenance moments.

4.3.2.2.1 TCR categories

The four different categories of Temporary Capacity Restrictions for traffic are defined in table 4.1[94]. This table also shows the moment at which Temporary Capacity Restrictions are coordinated with neighbouring infrastructure managers.

Table 4.1 TCR categories

Category	Capacity restriction with	Duration of consecutive TCR	Impact on train traffic	Coordination with neighbouring infrastructure managers
Z	Very significant impact on traffic	More than 30 days	More than 50% of daily expected traffic affected	18 months before start of new timetable
G	Major impact on traffic	More than 7 days	More than 50% of daily expected traffic affected	13.5 months before start of new timetable
M	Medium impact on traffic	7 days or less	More than 50% of daily expected traffic affected	13.5 months before start of new timetable
B	Limited impact on traffic	Not determined	More than 10% of daily expected traffic affected	Not determined

Table 4.2 shows at which moment a certain type of TCR is published for a relevant timetable year.

Table 4.2 TCR publication times

Category	Capacity restriction with	December 2025	August 2026	December 2026
Z	Very significant impact on traffic	2nd publication 2027 1st publication 2028	Not applicable	2nd publication 2028 1st publication 2029
G	Major impact on traffic	2nd publication 2027 1st publication 2028	Not applicable	2nd publication 2028 1st publication 2029
M	Medium impact on traffic	Publication 2027	Not applicable	Publication 2028

94 As referred to in Annex VII to Directive 20112/34/EU.

B	Limited impact on traffic	Not applicable	Publication 2027	Not applicable

In addition to the publications, Btd-planner system always indicates the current status of the capacity required by ProRail for Temporary Capacity Restrictions.

In the long-term planning (at least 36 months prior to execution) of major maintenance or renewal of the infrastructure, ProRail will consult with the titleholders on an annual basis in order to take their opinions into account as much as reasonably possible.

The chapters below describe in more detail how ProRail handles Temporary Capacity Restrictions.

4.3.2.2.2 Publish Temporary Capacity Restrictions 24 months before the start of the new timetable
At least 24 months before the start of the new timetable, ProRail shall publish, via the capacity allocation letter[95], the Temporary Capacity Restrictions from categories Z and G from the tables above (see the Logistics Portal).

At the request of titleholders, ProRail shall provide at least two alternative implementation variants for a TCR from category Z during the first consultation round.

The publication contains:
- The duration of the TCR.
- The route section to which the Temporary Capacity Restriction applies.
- The planned days.
- The part-day and start & end times as soon as these are known.

4.3.2.2.3 Publishing Temporary Capacity Restrictions 12 months in advance
At least 12 months before the start of the new timetable, ProRail shall publish the following Temporary Capacity Restrictions for works via the capacity allocation document (see the Logistics Portal):
1. The updated Temporary Capacity Restrictions from category Z and G.
2. Additional Temporary Capacity Restrictions with very significant or major consequences for train traffic. These are Temporary Capacity Restrictions which became known after the first publication.
3. Temporary Capacity Restrictions from category M.

This publication contains:
- The duration of the Temporary Capacity Restriction.
- The capacity claim (the withdrawn tracks).
- The planned days.
- The part-day and start & end times.

ProRail will consult the titleholders prior to this publication.

4.3.2.2.4 Publishing incidental Temporary Capacity Restrictions 4 months in advance
ProRail publishes the Temporary Capacity Restrictions from category B four months before the start of the new timetable. The publication of these incidental Temporary Capacity Restrictions includes:
- The duration of the Temporary Capacity Restriction.
- The capacity claim (the withdrawn tracks).
- The date
- The start and end time

ProRail can submit these incidental Temporary Capacity Restrictions to titleholders no later than six months and fifteen days before the start of the new timetable.

[95] This document (usually a letter with attachments) can be found on the Logistics Portal on the individual partner page of the titleholder.

4.3.2.2.5 Details offered train paths
Details of the pattern-based train paths to be offered as a result of Temporary Capacity Restrictions shall be given for passenger trains no later than four months before the start of the incidental Temporary Capacity Restrictions and for freight trains no later than four weeks before, unless ProRail and the relevant applicants agree a shorter time on an ad hoc basis. In order to be able to offer the train paths in question on time and in accordance with the agreed specifications, ProRail manages the rescheduling of traffic as a result of Temporary Capacity Restrictions (PreVAB process[96], published four months prior to performance (pattern-based train paths), and the VAB process, publication at one month before performance unless involved applicants and ProRail agree otherwise). How this is done is described in section 4.8.2 *Changes to allocated train paths by the infrastructure manager*.

4.3.2.3 Ad-hoc capacity for Temporary Capacity Restrictions

4.3.2.3.1 Changes or supplements to publications
Additional incidental Temporary Capacity Restrictions may be established after the publication moments at 12 or 4 months before the start of the timetable, respectively, if:

A. There is a disruption or restriction that requires ProRail to take measures to restore the safe running of train traffic, or if irregularities are likely to occur that make it impossible to comply with laws and regulations or endanger safe and undisturbed train traffic;
B. ProRail has no control over the timing of the restoration and therefore the duration of the restriction (restoration is not immediately possible);
C. The application of publication deadlines would be irresponsible or not cost-effective in light of service life or condition;
D. Or if titleholders agree to other additional incidental Temporary Capacity Restrictions

How titleholders will be involved in this adjustment and whether there will be financial compensation is described below. A flowchart with the consideration criteria can be found on the Logistics Portal (*Method of determining ad hoc capacity*).

4.3.2.3.2 Disturbances and restrictions as well as potential irregularities
There may be a disruption or restriction that requires ProRail to take measures to restore the safe running of train traffic. Such a situation may occur acutely/per immediately and is always unforeseen. ProRail will inform railway undertakings immediately and, if possible, coordinate restrictions to minimise the impact in terms of customer nuisance. If ProRail provides a replacement train path as a result of the restriction, the additional kilometres of the replacement train path compared to the original train path will be compensated, see section 5.6.7.1. Section 6.3 *Intervention measures* describes how and with what principles ProRail restores disruptions and restrictions.

Irregularities may also potentially threaten safe and undisturbed train traffic[97] and require recovery works at very short notice to restore the condition of the infrastructure to the required level[98]. In addition, at the request of the competent authority, the infrastructure may be declared temporarily unusable if laws and regulations cannot be complied with. ProRail will inform railway undertakings immediately and, if possible, coordinate restrictions to minimise the impact in terms of customer nuisance. If ProRail offers a replacement train path as a result of the restriction, the additional kilometres of the replacement train path compared to the original train path will be compensated, see section 5.6.7.1 *Determining compensation rerouting kilometres.*

96 VAB = Traffic for management. For further explanation, see also Appendix 2 Glossary.
97 For example, on the basis of an ultrasonic report, observations made during inspections, reports made and so on.
98 This constitutes a further specification of the ‘in case of emergency’ situation as referred to in Article 9.5 of the General Terms & Conditions.

4.3.2.3.3 Restoration is not immediately possible
After analysing the work required to restore a disruption, it may turn out that an infrastructure element cannot be restored immediately. As a result, a Temporary Capacity Restrictions may apply.[99] ProRail notifies the titleholders of this, shares on request a justification of the Temporary Capacity Restrictions and ensures that the infrastructure element is restored as soon as possible. Coordination is performed to minimise the impact of this restriction. If ProRail offers a replacement train path as a result of the restriction, the additional kilometres of the replacement train path compared to the original train path will be compensated, see section 5.6.7.1 *Determining compensation rerouting kilometres*.

4.3.2.3.4 Postponement until next publication not justified
There may be works and associated incidental Temporary Capacity Restrictions that are not foreseeable and cannot wait until the next publication because postponement is irresponsible or not cost-effective in the light of the lifetime or condition of the infrastructure. Titleholders are consulted on the basis of a written justification of usefulness and necessity, accompanied by the deadline by which works should be carried out. Part of the consultation, in order to minimise the impact on titleholders, is the submission of various implementation variants and different implementation times. If ProRail offers a replacement train path as a result of the restriction, the additional kilometres of the replacement train path compared to the original train path will be compensated, see section 5.6.7.1 *Determining compensation rerouting kilometres*.

4.3.2.3.5 Other additional Temporary Capacity Restrictions
Temporary Capacity Restrictions that do not fall into the categories described above will be submitted to the titleholders with a written substantiation. To minimise the impact on titleholders, various implementation variants and implementation times may be discussed. The adoption of these Temporary Capacity Restrictions can only take place after the agreement of titleholders affected by this adjustment. If ProRail offers a replacement train path as a result of such a restriction, the additional kilometres of the replacement train path compared to the original train path will be compensated, see section 5.6.7.1 *Determining compensation rerouting kilometres*. In addition, compensation will be paid on the basis of the consent scheme when this temporary capacity restriction is agreed to, see section 5.6.7.2 *Determination of compensation on consent*.

If there is no consensus, the dispute will be resolved in accordance with the regulation on the settlement of disputes as set out in section 4.5.5 within ten working days of its submission. A dispute about the compensation will be settled in accordance with Appendix 4 of the Network Statement, Complaints and Disputes Procedure.

4.4 Application of framework agreements

No Framework Agreement was applicable for the 2027 timetable at the time of publication of this Network Statement.

4.5 Capacity allocation process

4.5.0 Preparation timetabling process

Preparation of the timetabling process runs from July 2025 to January 2026. This preparation process tests whether the timetable desired by titleholders for 2027 can be made to fit the infrastructure available in early 2027. In addition to the changes resulting from the medium-term process (MLT

[99] For example, a Temporary Infrastructure Restriction (RIB) as the clamping of switches or a Temporary Speed Restriction (TSB).

process, see section 2.6.1 *Capacity and infrastructure developments based on the needs of titleholders, ProRail* and the Logistics Portal), it is also possible to investigate desired changes to the existing timetable with the parties involved. These adjustments may be prompted by experiences during the current timetable. Requests for feasibility studies are also dealt with (see section 4.9.2 TTR process elements).

Titleholders participating in this process have the opportunity to consult with ProRail and other titleholders - prior to the timetable requests they submit - on these requests. This is particularly important when those requests have a pattern-based character. During the preparation of the timetabling process, ProRail will investigate whether the various proposed pattern-based requests and the additional wishes of the titleholders can be accommodated in the new timetable to be drawn up for 2027. If this is not the case, the relevant situations will be determined as 'agree to disagree'. That is, a file will be made describing this as 'agree to disagree' with the views of the parties involved. This file can be used during the timetabling process to seek solutions to conflicting requests. The results of the preparation of the timetabling process are transferred to the timetabling process and returned to the MLT process for information purposes (for more information, see section 2.6.1 *Capacity and infrastructure developments based on the needs of titleholders and ProRail*).

Offer of PreArranged Paths
Prior to the capacity allocation process, the infrastructure managers in Europe cooperating in the rail freight corridors present a programme of PreArranged Paths. The PreArranged Paths are published on the website of the corridor organisation for which the relevant PreArranged Paths are intended. This publication takes place in January 2025, after which the PreArranged paths are treated as determined within the context of the further allocation process. For the capacity allocation principles applicable to international freight corridors, see section 4.10.

4.5.1 Timetabling schedule and process

Prior to the start of the timetabling process in mid-March 2026, the detailed procedure for the 2027 timetabling process will be explained via the Allocation Table (see Appendix 2 *Glossary*) by means of the '*Start Document 2027 timetabling process'* (see the Logistics Portal).

Table 4.3 Timetabling schedule and process[100]

Activity	date
Submitting requests:	
a. DONNA file open for requests	To be determined via the Allocation Table in January 2026
b. Closing date for timetable requests for train paths (national & international) and determination of required capacity for pattern-based Temporary Capacity Restrictions	13/04/2026
c. Intake requests	14 until 24/04/2026
Scheduling and coordination	
d. Start of scheduling and coordination	14/04/2026
e. RNE Technical Meeting	15 until 18/06/2026
Consultation on draft timetable	
f. Draft timetable ready for consultation	06/07/2026
g. Closing date for consultation responses	07/08/2026
Determining the capacity allocation	
h. Determining the timetabling process	24/08/2026

[100] The schedule is internationally aligned through RailNetEurope.

After receiving the timetable requests, programming and coordination[101] for the 2027 timetabling process will start. The result of the programming and coordination will be laid down in a draft timetable, which will be presented to titleholders for consultation on 6 July 2026.
Standard freight paths have been established for the freight transport segment. The details of this are included in Appendix 22 *Standard freight paths*. The standard freight paths play a role when the prioritisation as included in the Railway Capacity Allocation Decree is applied.

In the case of international capacity requests, ProRail coordinates with the other infrastructure managers in Europe during the programming and coordination process. This involves the harmonisation of border times, running days and train characteristics, among other things. This process is further detailed in the RNE document '*RNE Process Handbook for International Path Allocation for Infrastructure Managers*', available for consultation on the RailNetEurope website. In addition, ProRail coordinates with neighbouring terminals on applications on the Havenspoorlijn where necessary.

Reserved capacity
ProRail uses realisation figures, prognoses and the required flexibility to prepare an estimate of the expected requests for freight transport and private passenger transport in the period from 06:00 to 24:00. This estimate secures the required standard freight paths for the timetable requests and the required capacity for ad hoc requests in accordance with Section 13(3) Railway Capacity Allocation Decree. The estimate is made in several steps (all steps only for daytime between 06.00 and 24.00):

1. The realisation figures per freight corridor (between 06.00 and 24.00) of the last full calendar year are increased by 50%.
2. This arithmetical estimate is adjusted according to a number of predefined basic principles:
   a. On Kijfhoek - Venlo vice versa, additional freight paths are taken into account in connection with the construction of the third track Emmerich - Oberhausen. As a result, there is less capacity available on the Betuweroute. The exact number of freight paths will be made known in the estimate.
   b. The minimum number of estimated standard freight paths on national sections is 3 freight paths during the daytime if there is no alternative route, ensuring a reasonable spread between 06:00 and 24:00 taking the peak period into account.
   c. The minimum number of estimated standard freight paths on international corridors is 4 paths during the daytime if there is no alternative route, ensuring a reasonable spread between 06:00 and 24:00 taking the peak period into account.
3. The estimate will be adjusted on the basis of prognosis figures if there is reason to do so.
4. The estimate will be consulted via the Allocation Table before the closing date for timetable requests. If the need of the titleholders for reserved standard goods paths is higher than included in the estimate, the titleholders can substantiate their need. ProRail can then adjust the estimate on the basis of the substantiated needs of the titleholders.

The reserved freight paths resulting from the timetabling process remain reserved for the intended use until one day before performance.

Programming
During programming, ProRail identifies the situations in which requests compete with each other and/or with the capacity required for, for example, bridge openings, stabling capacity or pattern-based Temporary Capacity Restrictions in weekly Temporary Capacity Restrictions.

Coordination
ProRail initiates coordination in cases where conflicting requests are identified.
For a detailed description of the coordination process, see section 4.5.4.1 *Coordination process.*

Process rules for the allocation of prearranged train paths on the international rail freight corridors
The process rules around the allocation of prearranged train paths on the international rail freight corridors are defined in Book 4 of the Corridor Information Document of the freight corridors. When allocating capacity on the prearranged train paths (PAPs), the infrastructure managers of the Rail

[101] As referred to in Articles 45 and 46 of Directive 2012/34/EU. See also Appendix 2 Glossary.

Freight Corridors apply the rules set out in the document '*Decision of the Executive Board of the Rail Freight Corridor adopting the Framework for capacity allocation*'. This makes this part of the available capacity available to the international Rail Freight Corridors even before the start of the timetabling process. This capacity is offered to titleholders by these European parties. For further information, see section 4.10 *Principles for capacity allocation on international rail freight corridors*.

4.5.2 Schedule and process for late requests

Late requests are in fact a special category of ad hoc requests. These are applications submitted to ProRail after 13 April 2026 - the closing date for timetable requests - and before 20 October 2026. After determination of the final timetabling process on 24 August 2026, late requests will be considered in order of receipt. An offer will be made to the titleholder between 25 August 2026 and no later than 5 November 2026.

4.5.3 Schedule and process for ad hoc applications

The first day of requests for ad hoc capacity is 20 October 2026. ProRail will respond to ad hoc requests within five working days from 5 November 2026, taking into account the ongoing processing of late requests, and will provide information on the capacity still available within the timetable for ad hoc requests upon request. For international ad hoc requests[102], the response time depends on coordination with neighbouring infrastructure managers.

Principles for capacity allocation in the ad hoc phase
ProRail uses a possibility offered in the TAF/TAP TSI, namely the PreAccepted Offer, when processing ad hoc requests. This means in practice that the train path offer is automatically valid without subsequent approval by the titleholder.[103] If the titleholder disagrees with the offer, this must be reported to the One-Stop-Shop within five working days via the email address OSS@prorail.nl.

In the ad hoc phase, the first come first served principle applies, The date and time of the request are decisive in this regard. Requests that can be accommodated without conflict within the already allocated capacity will be allocated by ProRail. Requests that cannot be accommodated within the already allocated capacity without conflict can only be accepted if holders of already allocated capacity allow changes so that a new request can be accommodated without conflict. ProRail may be asked to mediate in conflicts but has no means of enforcing the changes required to enforce any required changes. It may arise that capacity rights that have been allocated to two titleholders prove to be conflicting due to circumstances (e.g. due to changes in the railway infrastructure and incidental TCRs). In that case, capacity will be reallocated under management of ProRail in the VAB process.[104] For further details of the PreVAB and VAB process, see section 4.8.2 *Changes to allocated train paths by the infrastructure manager*.

4.5.4 Further description of the processes

Section 4.2 *Process description train path capacity allocation* contains an overview of the processes involved in the (preparation of) capacity allocation. These processes use criteria based on laws and regulations and infrastructure capabilities. These criteria are explained in more detail in this section.

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102 A request for an international train path is a request that contains at least one foreign timetable point or that contains at least one border point.

103 The term PreAccepted Offer comes from the TAF/TAP TSI. In principle, including in the ad hoc phase, ProRail must offer the titleholder a train path with draft status in response to its capacity request. The titleholder must then explicitly reject or approve this offer. As this procedure is not yet systematically possible, ProRail uses an alternative offered by the TAF/TAP TSI. This concerns the PreAccepted Offer for which the approval process does not have to be completed.

104 VAB = Traffic due to Management, see also Appendix 2 *Glossary*.

a. When allocating capacity, ProRail takes into account not only physical capacity but also the characteristics of the infrastructure as set out in section 2.3 *Infrastructure description*, the user restrictions as set out in section 2.4 *User restrictions*, and the user restrictions resulting from risk assessments carried out on the basis of the Railway Safety Directive.

   Under the Railway Safety Directive[105], risks must be identified and changes to capacity allocation from a previous year must not lead to an unsafe(er) situation. The risk assessments are carried out by ProRail. This usually happens during the MLT phase (under Product steps, see section 2.6.1 *Capacity and infrastructure developments based on the needs of titleholders and ProRail*), but it can also take place at a later stage. In these risk assessments, ProRail considers risks in the areas of traction power supply, track stability and level crossing safety, among others. This assessment is carried out by ProRail's experts. If risks have been identified in the areas of track stability, traction power supply and level crossing safety that require further study a standstill policy applies. This policy means that the safety risks from the existing load on the track in recent years may not be increased. In principle, ProRail determines this existing load and translates this load into the maximum number of possible train runs per hour in both directions.

   If, based on an initial risk assessment, a product step is not possible without further study, ProRail will enter into consultations with the affected party regarding further execution. If no solution is found, ProRail declares the affected infrastructure congested (see section 4.6 *Congested railway infrastructure*).

   The results of the risk assessments may lead to (technical) capacity limitations due to risks in one or more elements. Analyses of safety incidents in accordance with the safety management system, as well as the resolution of shortcomings identified by the Inspectorate and/or the Dutch Safety Board may also lead to user restrictions and have significance for capacity allocation (less capacity or capacity to be allocated subject to conditions) and capacity rights already obtained (give or withdraw instructions).

b. ProRail divides train paths between arrival and departure stations. This gives the applicant a timetable with insight into the applied platform tracks and timetable times. The exact route between arrival and departure station at track level does not form part of the capacity allocation.

c. The '*Standards for a safe and feasible timetable*' and the '*Donna Local particularities*' as published on the Logistics Portal form the basis for drawing up a timetable. The standards (which are also included in DONNA) and particulars apply to all phases of capacity allocation.

d. In certain cases, ProRail may deviate from the '*Standards for a safe and feasible timetable*'. When making a timetabling structure, this can be decided if the following preconditions are met:
   - It serves a purpose: better compliance with market requirements and/or improved feasibility of the timetable.
   - Any foreseeable delays caused by this will resolve themselves quickly.
   - There is a workable handling strategy for delays, disruptions and calamities.
   - It may happen that a timetabling structure does not meet the minimum value of a planning norm, but is considered feasible because sufficient safety barriers are present. In that case, ProRail prepares a safety and feasibility assessment. This assessment shows on what basis the situation is still considered safe and feasible.

4.5.4.1 Coordination proces[106]

[105] Article 9(3)(e) of the Railway Safety Directive (Directive 2016/798/EU) and Article 3.1.2.1. of Regulation 2018/762/EU, Article 32 in conjunction with Section 35 of the Railways Act and Section 18 of the Railway Interoperability and Safety Regulation.

[106] The content of this section is partly based on the upcoming amendment to the Main Railway Infrastructure Capacity Allocation Decree for the 2027 timetable year. This amendment is expected to be published in the

If there are competing requests from two (or more) titleholders that cannot be granted simultaneously because they do not fit on the relevant route section during that period, the coordination phase begins. During the coordination phase, an attempt is made to reach agreement with the applicants who have submitted competing requests. To this end, the manager and the titleholders may propose various solutions to resolve the conflict.

As a first step in the coordination process, ProRail may, with a view to the efficient use of capacity and taking into account the general interests of passengers and shippers, make a coordination proposal that deviates from the requested capacity within reasonable limits.

ProRail has interpreted the reasonable limits referred to in Section 4c of the Railway Capacity Allocation Decree as follows:

- General:
  - Track changes are possible only with retention of function.
  - Train characteristics (traction, tonnage, length, type of railway vehicle) are not changed

- Specifically for passenger trains:
  - Changes in time are only possible up to a maximum of three minutes and when they do not result in the additional use of railway vehicles or staff.
  - No stops are added or changed.
  - No connections will be broken.

- Specifically for freight trains:
  - Changes cannot lead to the elimination or relocation of stops,
  - The departure time requested for a train path for freight trains may be adjusted by ProRail by moving the train to one of the standard freight paths included in the request file[107] with the aim of creating a conflict-free situation or, in the case of international trains, a harmonised timetable.
  - The adjustment of timetable speeds if the train with the same locomotive/wagon combination can also achieve that speed on another part of the route section, and the infrastructure can accommodate such.
  - The border-crossing times for international trains agreed upon with the context of RNE are maintained.

ProRail will inform applicants about coordination proposals. If no suitable solution can be found within the above reasonable limits, or if the applicant does not agree with the coordination proposal made within these reasonable limits, the second step will be taken and a coordination meeting will be initiated for conflicting requests. The following principles apply during this coordination meeting:

1. Coordination consultations for the timetabling process take place with authorised parties. Titleholders are persons (representatives) delegated by the titleholder within the framework of this process who have sufficient authority to bind the titleholder. The status of coordination consultations is shared at the Allocation Table.
2. The identified conflict situation is communicated to all applicants involved.[108]
3. The applicants involved are invited for further consultation on the situation, possibly on the basis of a coordination proposal by ProRail.
4. All applicants involved are invited to submit proposals for solution.
5. Solutions must fit within the operational capabilities of the railway infrastructure, including the '*Standards for a safe and feasible timetable*', the '*Donna Local particularities*' and user restrictions due to regulations relating to noise, the environment, railway safety and transfer safety.

Government Gazette in September 2025. The draft decree amending the Railway Capacity Allocation Decree can be consulted via Ontwerpbesluit tot wijziging van het Besluit capaciteitsverdeling hoofdspoorweginfrastructuur | Besluit | Rijksoverheid.nl.

107 For an overview of the standard freight paths and the associated specifications, see Appendix 22.

108 If further substantiation/data is requested for the coordination process, these data may be considered as confidential by the applicant concerned.

6. ProRail always endeavours to honour the requested capacity as much as possible. If this is not feasible, alternative solutions will be sought, whereby ProRail strives to minimise the impact on the applicant's operations and commercial and economic interests during capacity allocation. The statutory priority rules need not yet be applied in seeking solutions.
7. If a deviation from the limit time is necessary as part of the programming and coordination, a modified limit time will be agreed with the relevant infrastructure manager and presented as part of the programming and coordination proposal to the railway undertaking.
8. The proposals presented by ProRail are compatible with the timetable measures as included in capacity enhancement plans.
9. ProRail may try to reach agreement on the basis of increasing the user charge. The increase is calculated in accordance with section 5.6.5.1 *Scarcity surcharge.*

Congestion statement and prioritisation based on laws and regulations
If none of the proposed solutions yield results, the infrastructure manager will declare the infrastructure to be congested and allocate capacity in accordance with Articles 8 and 10 of the Railway Capacity Allocation Decree. The infrastructure manager shall not give priority to an applicant if he has not agreed to the proposed shift of the train path within the reasonable limits set out in this section 4.5.4.1.

Additional priority rules
If the priority rules are insufficiently distinctive, the following rules apply, stated in order of priority:

a. Prioritisation within a submarket for passenger trains based on transport value.

   For each requested train path involved in the conflict:
   - the requested distance on the ProRail network in kilometres is determined (= distance) and translated into the distance factor according to the table below.

     Table 4.4 Requested distance

Distance on the ProRail network	Distance Factor
Up to 99 km	1
Between 100 and 199 km	2
Above 200 km	3

   - the number of requested days of operation for the relevant timetable year is determined. This number is between 1 and 365 days (= running days);
   - determines the number of wagons/coaches making up the train path requested. When double-deck rolling stock is used, this number of wagons is increased by 50% (= the number of wagons);
   - the speed category determined on the basis of the table below:

     Table 4.5 Speed categories

Maximum speed on the train path	Speed factor
Up to 140 km/h	1
Between 141 and 200 km/h	2
Between 201 and 250 km/h	3
Between 251 and 300 km/h	4

   For each train path, the ‘transport value’ is determined according to the formula below.

   Transport value = Distance factor x number of wagons x speed factor x number of requested running days.

   The request with the highest transport value is given priority.

b. Solutions that use capacity as efficiently as possible to accommodate the highest number of requests take precedence over solutions that can accommodate fewer requests.
c. On the centrally controlled area of Venlo rail yard, freight trains with onward traction or that change direction there take precedence over freight trains only changing locomotives on the route Eindhoven – Venlo Grens (vice versa).
d. Through trains on the Betuweroute have priority over non-through trains (trains with an intermediate stop or turning trains).
e. Trains with a high(er) frequency (the number of days per year the train runs) have priority over trains with a low(er) frequency.
f. Trains travelling the greatest total distance per (international) route have priority over trains travelling a shorter distance.

4.5.4.2 Train numbering

With a view to avoiding any misunderstanding in communication concerning trains, all trains are identified by means of a train number that is unique within a single day. These same train numbers are used in capacity requests, the recording of capacity allocation and for administrative purposes (such as the invoicing of user charges).

Domestic train numbers
ProRail concludes agreements for each timetable year with each of the railway undertakings on the numbers to be used for domestic traffic. These agreements also comprise the handling of supplements and changes during a timetable year.

Train numbers for international traffic
Train numbers for international traffic for freight transport and passenger transport are allocated according to UIC leaflet 419-2 and UIC leaflet 419-1, respectively, by:

- DB InfraGO (traffic to and from Germany and onwards);
- Infrabel on behalf of SNCF Réseau (traffic to and from Belgium and onwards).

The railway undertaking operating a train from or to the Dutch-German border over the German network shall request the international train numbers for traffic over the Dutch-German border from DB InfraGO via the partner carrier authorised in Germany. The railway undertaking operating a train from or to the Dutch-Belgian border over the Belgian network shall request the international train numbers for traffic over the Dutch-Belgian border from Infrabel via the partner carrier authorised in Belgium. Infrabel and the Nord and West regions of DB InfraGO communicate the allocation of international train numbers directly to ProRail and to the partner transport company in Germany or Belgium. The detailed description of the procedure for obtaining an international train number can be found on the Logistics Portal *(International ad hoc train number requests procedure*).

Recording
Train numbers (both domestic and international) are recorded by ProRail in the TNR application (see Appendix 23, item 4.1). The train number list is continuously updated in the application. Railway undertakings can subscribe to the TNR application as part of the train path service and consult and/or export a real-time train number list themselves at any time.

The railway undertaking can submit proposals for changes to domestic train numbers at trainnumbers@prorail.nl. Change proposals for international train numbers go via DB InfraGO or Infrabel. Renumbering in no way affects capacity rights. ProRail and the railway undertaking will apply the current train numbering sequence as provided by the TNR application.

4.5.4.3 Ancillary systems

The table below lists the ICT and information services that can be used for capacity location or in preparation thereof. The second column of this table gives a brief description of the functionality. The third column of this table contains a reference to the appendix for a detailed explanation.

Within these services, we distinguish between services made available from the train path service (see section 5.3.1) and services available as ancillary ICT or information service (see section 5.5). There are additional costs associated with ancillary ICT and information services.

Table 4.6 Ancillary systems for capacity allocation

Name	Function	For explanation see
As part of the train path service		
DONNA	Planning and requesting train paths, shunting paths and stabling capacity for the basic hour pattern, standard week and specific days.	Appendix 23 – 4.1
Btd-planner	Information on capacity for management purposes.	Appendix 23 – 6.1
Btd-planner reports (Btd-planner Rapportage)	An excerpt from the information from Btd-planner system.	Appendix 23 – 6.1
TCR map (Buitendienststellingenkaart)	Geographical representation of all planned TCRs in the Netherlands.	Appendix 23 – 6.1
TCR files (Buitendienststellingsdossiers)	Application for communication relating to late requests (BUTA) < 36 hours.	Appendix 23 – 6.1
Order Portal (Orderportaal)	Submission of capacity requests for train paths in the Netherlands.	Appendix 23 – 4.1
Path Coordination System (PCS, via RailNetEurope)	Submitting international capacity requests and receiving capacity offers.	Appendix 23 – 4.2
My Trains (Mijn Treinen)	Overview of all scheduled trains for the next 24 hours, with the option to display all scheduled trains in the VOS allocation plan. This allows the railway undertaking to perform certain interventions. Railway undertakings only have access to their own scheduled trains.	Appendix 23 – 4.1
TNR	Information on the allocation of train numbers to railway undertakings.	Appendix 23 – 4.1
Submission of capacity requests according to TSI TAF/TAP standard	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.	Appendix 23 – 4.1
Charging Information System (CIS)	List of charges with regard to the train path service, including stops and (indirectly) the traction power supply service.	Appendix 23 – 4.2.3
As ancillary ICT or information service		
FRISO (Flexible Rail Infra Simulation Environment)	Simulation tool for infrastructure studies, capacity, robustness and safety analyses, innovation studies.	Appendix 23 – 2.1

An overview of the ancillary systems used for the stabling and shunting service can be found in section 7.3.5.3.11 *Ancillary systems*.

4.5.5 Dispute resolution capacity allocation

Coordination involves technical consultation between experts. The parties can have a difference of opinion resulting in a deadlock in case of a conflict. To ensure a smooth progress of the capacity

allocation process, a regulation on the settlement of disputes can be used that will provide a decision within ten working days.[109]

An applicant or ProRail has the possibility to initiate dispute resolution during the timetabling coordination phase but no later than ten working days before the determination of the capacity allocation of the timetable, in case of coordination between two or more conflicting applications. A titleholder can also invoke the dispute resolution regulations if it feels prejudiced by the manner in which ProRail, in determining the capacity allocation, has deviated from the draft timetable presented by ProRail on an earlier occasion; in such a case, the titleholder must invoke the dispute resolution regulations within five working days of determination of the capacity allocation by ProRail.

The dispute resolution procedure prescribes consultation whereby stakeholders are offered a fair hearing with the objective of resolving the conflict during the coordination process. If no solution is achieved, the chairman will pronounce his decision within ten working days of the dispute being submitted. This decision then serves as the point of departure for further coordination. In case of a conflict between a request by a titleholder and the required capacity for planned works on or near the main railway network, weekly TCRs or the reserved paths of the ad hoc estimate, the dispute will be handled by an independent third party, who will be appointed by ProRail with the approval of the titleholders. Handling of the dispute will in that case produce an advice from which ProRail may only for good reasons deviate in its capacity allocation. ProRail will communicate these reasons to the titleholders involved.

4.6 Congested railway infrastructure

ProRail declares the infrastructure congested[110] if ProRail finds that no agreement can be reached during the coordination phase with regard to conflicting requests relating to transport and a charge (as referred to in section 5.6.5.1 *Scarcity surcharge*) has not produced a satisfactory result. After a congestion statement, capacity allocation takes place in accordance with the statutory prioritisation rules set out in the Railway Capacity Allocation Decree and the additional rules set out in section 4.5.4.1 *Coordination process*. The congestion statement is published on the ProRail website. For an overview of published congestion statements, see also Appendix 10, item 3.

Congestion statement for the near future
ProRail also declares infrastructure congested if it is established that capacity bottlenecks are expected in the near future.[111] As a congestion statement for the following years is also followed by formal actions by ProRail, these ocongestion statements must be based on reliable information about the expected requests for the following years. In this context, reliable information means at least:

- The information from the process for preparing the timetable
- The information from the coordination phase of the capacity allocation process.
- The information based on a (newly) granted transport concession.
- A substantiated request from concession authorities in preparation for a transport concession yet to be granted.
- Forecasts of titleholders, such as substantiated[112] notifications of intended open access services to the infrastructure manager.[113]
- Forecasts by ProRail, based on (medium-)term capacity models, among others.[114]

A congestion statement for the near future is established based on the above information and published on the ProRail website.

109 See Article 46(6) Directive 2012/34/EU and Section 4a Railway Capacity Allocation Decree.
110 As referred to in Section 7(2) Railway Capacity Allocation Decree.
111 Section 7a Railway Capacity Allocation Decree.
112 For example, with a market analysis or the expected (timely) availability of rolling stock from the relevant titleholder.
113 As referred to in Section 574(4) Railways Act.
114 For example, the Integral Mobility Analysis

Capacity analysis and capacity enhancement plan
Following a congestion statement, ProRail will perform a capacity analysis within 26 weeks[115]. Within 26 weeks of completion of the capacity analysis, ProRail will prepare and send a capacity enhancement plan[116] to titleholders and the minister after consultation with relevant titleholders. Using a cost-benefit analysis, ProRail will establish the most cost-effective solution for the capacity enhancement plan. Solutions can take the form of changes in either the infrastructure or the timetable.

Financing
The costs of carrying out the capacity analysis and the capacity enhancement plan are financed by ProRail. The method of financing is an important element for the design and implementation of any measures (to the infrastructure) from the capacity enhancement plan. Three categories of measures are linked to investment volume:

1. Financing from the MIRT Minor Conversions programme: minor conversions to infrastructure can potentially be financed from the MIRT Minor Conversions budget. For this, ProRail makes a trade-off of and between the measures to the infrastructure. The main criteria for this are: project costs lower than €5 million, a positive Social Cost-Benefit Analysis in line with the Lifecycle Management system and fitting within the available budget.

2. Financing from other MIRT programmes: investments that cannot be financed from the MIRT Minor Conversions budget. These investments require ministerial approval as part of trade-offs in relation to other investment decisions. A capacity enhancement plan can therefore use this as an incentive for the minister to start a possible MIRT procedure and grant an additional subsidy.

3. Third-party financing: measures financed by third parties under the Management Concession granted to ProRail (Article 38 in conjunction with Article 40).

Large-scale investment decisions require relatively long decision-making times. In such cases, ProRail informs the parties involved of progress.

4.7 Exceptional Transport, test trains and other special trains

A railway vehicle must be used to suit the characteristics of the infrastructure as described in Chapter 2.[117] Sometimes railway undertakings want to deviate from those characteristics or use the infrastructure in a different way. This is either Exceptional Transport (see section 3.4.3) or test trains and other special trains (see section 3.4.5). Deviations are possible under conditions if a regulation has been agreed with the infrastructure manager. Requests for these regulations can be submitted to the One-Stop-Shop Exceptional Transport (for contact details, see section 4.2.4). More information can be found in the *Exceptional Transport procedure* and the *Procedure for test trains and other special trains* on the Logistics Portal.

For services and fees relating to Exceptional Transport, see section 5.4.3.

4.7.1 When is there Exceptional Transport (freight and passenger traffic)

The definition of Exceptional Transport is described in section 3.4.3. A railway undertaking shall apply for a Exceptional Transport regulation in the following situations:

115 The content of the capacity analysis is set out in Article 50 of Directive 2012/34/EU. There may be specific studies that require more time than 26 weeks as part of the capacity analysis or capacity enhancement plan, such as runway stability studies. The parties involved will be informed of this.
116 The content of the capacity analysis is set out in Article 51 of Directive 2012/34/EU.
117 See in particular sections 2.3.4 *Maximum loading gauges for railway vehicles and loads*, 2.3.5 *Axle loads and load per unit of length* and 2.4.1 Specialised railway infrastructure.

- Running with railway vehicles and/or wagons with loads that do not fit within the loading gauges as described in section 2.3.4 *Maximum loading gauges for railway vehicles and loads*, but do remain within the profile of the Red Measurement Area (see Appendix 12) and do not meet the standard conditions BP1, BP2, BP3 as included in the Combined Transport Regulations. For further information, see the *Standard conditions for out-of-gauge transport codes* 1-2-3 on the Logistics Portal.
- Running railway vehicles and/or wagons with loads exceeding the permissible load class as described in section 2.3.5 *Axle loads and load per unit of length*, not complying with the standard conditions as described in the *User instructions Exceptional Transport GVS00094* (see the Logistics Portal) and included in the Bulk Traffic Regulations (ZWV).
- Running railway vehicles that are classified as Exceptional Transport in the UIC regulations (IRS 50502). However, there is one exception to this. Contrary to what is stated in IRS 50502, it is not possible to allow vehicles that do not have a (temporary) vehicle licence or exemption in accordance with Articles 26q and 26r Railways Act to operate under the conditions of an Exceptional Transport regulation.

In the above situations, an Exceptional Transport regulation is necessary. ProRail does not admit railway vehicles as Exceptional Transport unless the applicable conditions – as prescribed in the Exceptional Transport regulation – are met. ProRail shall make every effort to inform the applicant within ten working days of the regulations request whether Exceptional Transport is possible and, if so, under what conditions.

For further information on how to apply for capacity to run Exceptional Transport and the arrangements required to do so, see the *Exceptional Transport procedure* on the Logistics Portal.

4.7.2 Test trains and other special trains

Test trains and other special trains are described in section 3.4.5. For the running of test trains and other special trains, the railway undertaking must carry out a risk evaluation and assessment in accordance with the CSM/REA system[118] and, if necessary, submit a scenario. If necessary, ProRail may require additional control measures. ProRail has a best-efforts obligation to make a test run possible within three months.[119] For further information for requesting capacity to run test trains and other special trains, see the *Procedure for test trains and other special trains* on the Logistics Portal.

4.8 Changing and cancelling allocated train paths

4.8.1 Changes to allocated train paths by the infrastructure manager

Titleholders may submit changes to the capacity already allocated to them. This proceeds in the same way as requesting capacity, see section 4.2.3 *Submitting requests for train paths*. When processing change requests, ProRail does not distinguish between changes that deviate slightly or significantly from the allocated train path.

The titleholder retains the right to the allocated train path until ProRail has sent the offer for the alternative train path. In the alteration process, ProRail uses a possibility offered in the TAF/TAP TSI, the so-called PreAccepted Offer. This means in practice that the train path offer is automatically valid without subsequent approval by the titleholder. If the titleholder disagrees with the offer, this must be reported to the One-Stop-Shop within five working days via the email address OSS@prorail.nl.

ProRail processes a change request for an already allocated train path within the same time periods as ad hoc requests (see section 4.5.3 *Schedule and process for ad hoc requests*). Changes are processed according to the first come first served principle, whereby the timing of the request is

118 See Directive EU/2013/402
119 See Article 26r section 3 of the Railway Act.

leading. If a TimeSpaceSlot is directly connected to the train path, this TimeSpaceSlot is part of the alteration to the train path (due to the fact that these two services are inseparable).

The process regarding the changing of allocated stabling and shunting capacity at rail yards as detailed in Chapter 7, section 7.3.5.3.6 *Process for submitting ad hoc requests*. For the financial penalties for changing train paths by titleholders, see section 5.6.4.

4.8.2 Changing and cancelling allocated train paths by the infrastructure manager

ProRail may withdraw or alter capacity if infrastructure is temporarily unavailable, for example as a result of Temporary Capacity Restrictions or in the event of long-term disruptions. Works abroad may also impact allocated train paths in the Netherlands (see section 4.3 *Temporary Capacity Restrictions*).

Details offered train paths
The details of train paths that have been changed as a result of the TCRs as described in sections 4.3.2.2 *Incidental Temporary Capacity Restrictions* and 4.3.2.3 *Ad hoc capacity for Temporary Capacity Restrictions* (under b) will be worked out at a later stage in the PreVAB and VAB process.[120] ProRail works closely with neighbouring infrastructure managers to ensure good connections of rerouted trains at border crossings. The PreVAB and VAB process is described in more detail below.

PreVAB process
In the PreVAB process, an alternative hour pattern (AUP) is designed from approximately 28 weeks prior to performance, which is used as the starting point in the VAB process. The basis for this is the normal timetable from the last concluded change sheet, the allocated incidental Temporary Capacity Restrictions and the associated supplementary traffic agreements and the *Corridor Book 2027* (see the Logistics Portal). The further detailing at train path level takes place in the VAB process.

VAB process
Where possible, the alternative hour pattern from the PreVAB process is used as the basis for the VAB process. In the VAB process, the detailing of train paths as a result of incidental Temporary Capacity Restrictions is carried out from 8 weeks prior to performance. Basically, this process involves rescheduling trains to minimise the consequences for titleholders of train paths and to enable as many train paths as possible to be allocated. If titleholders do not agree with the detailing, they must notify ProRail's One-Stop Shop within five working days of publication (see section 4.2.4 *One-Stop-Shop*). If no agreement is reached, capacity is allocated using the priority rules in the ad hoc phase.

Details of adjusted routes are announced four months in advance for passenger trains and one month in advance for freight trains. It may happen that capacity rights allocated to two titleholders nevertheless prove to be conflicting due to circumstances. In that case, capacity will be reallocated under ProRail's direction.

Priority rules in the ad hoc phase
If capacity is reallocated in the ad hoc phase, this is done using the following priority rules:
- Both capacity requests were granted during the timetabling process: capacity is allocated according to the timetabling rules, meaning that ProRail arrives at a reallocation through programming and coordination.
- One of the capacity requests is granted during the timetabling process, the other in the ad hoc phase: capacity allocated during the timetabling process takes priority over capacity allocated in the ad hoc phase.
- Both capacity requests were granted in the ad hoc phase: capacity is allocated according to the ad hoc first come first served principle

[120] VAB = Traffic changes due to management. See Appendix 2 Glossary and section 4.3.2.2.5 *Details offered train paths*.

Long-term disruptions
Long-term disruptions may affect train paths already allocated. ProRail processes the necessary changes in the timetable until the start of operations and will inform titleholders if a train path is withdrawn and when an alternative train path is offered. Changes related to allocated capacity during the operation are described in Chapter 6 *Operations*.

Penalties for changing and cancelling capacity by the infrastructure manager
The cancellation of already allocated train paths by the infrastructure manager is subject to a financial penalty in some situations, as described in section 5.6.4 *Penalties for cancellation of train paths*. For the financial penalties for changing train paths by the infrastructure manager, see section 5.6.4.

4.8.3 Non-utilisation of capacity by the titleholder

Withdrawal of capacity for train paths by ProRail
If it becomes clear one hour before departure[121] that the allocated train path will not or cannot be used by the titleholder, ProRail is entitled to grant the capacity to other titleholders. A train can use another path for up to 18 hours of delay. After that, ProRail can withdraw allocated capacity.

Withdrawal of capacity rights
ProRail may withdraw the capacity rights if an entitled party uses less than 80% of its allocated capacity for individual train paths for public transport on sections of track and platform tracks for at least one month (i.e. 30 consecutive days starting on any date) or uses the capacity for purposes other than public transport for less than 50%.[122] Calculation takes place on the basis of (related) train number per traffic day. After each calendar month, ProRail will test the utilisation of the allocated train paths (see Article 9 of the General Terms & Conditions). In the event of force majeure, the railway undertaking must report this to ProRail before the end of the calendar month. ProRail will then assess whether force majeure has occurred. For the financial penalties for not using train paths, see section 5.6.3.

The non-utilisation of capacity as referred to in this section also means that the train does not appear to have the characteristics specified in the capacity request and on the basis of which the capacity was allocated, whereby ProRail assessed the physical and environmental compatibility of those characteristics in a timely and verifiable manner. For the penalties for not using train paths, see section 5.6.3.

4.8.4 Cancellation of train paths by the titleholder

Cancellation of allocated capacity by the titleholder
The following applies to the cancellation of allocated capacity: as soon as the titleholder knows that a train starting in the Netherlands will not use the allocated capacity, this is reported to ProRail, so that ProRail can reallocate the released capacity. The railway undertaking can cancel capacity in different ways: For this, see section 4.2.3 *Submitting requests for train paths*. For the financial penalties for cancelling train paths, see section 5.6.4.

If stabling and/or shunting capacity is directly attached to the train path (e.g. by means of a TimeSpaceSlot), this is part of the cancellation of the train path (due to the fact that these two services are inseparable). The procedure for cancelling allocated stabling and shunting capacity at rail yards is described in Chapter 7, section 7.3.5.3.7.

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121 The titleholder can indicate this in the 'My Trains' application; see Appendix 23, item 4.1 for more information. For more information about the control and intervention of freight trains, see section 6.2.4 *Systematic running of freight trains*.

122 The non-utilisation of the path due to causes attributable to ProRail (e.g. due to fluctuations in market conditions, public holidays, lack of coherent rail capacity at terminals, transhipment companies, industrial estates or foreign infrastructure managers, etc.) is deemed to be included in the percentages of 80% and 50% respectively.

Exceptional situations
Cancellations of train paths due to application of prearranged intervention measures (see section 6.3.2 *Measures in the event of disruptions to the scheduled timetable on the national network*) need not be communicated by the railway undertaking.

For trains coming from abroad, ProRail itself takes the initiative to cancel the train path. After consultation with the railway undertaking and the neighbouring infrastructure manager, ProRail will withdraw the allocated capacity insofar as the foreign infrastructure manager involved in that path does not make the connecting capacity available.

4.9 Redesign capacity allocation process (TTR)

4.9.1 Objectives TTR

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA), are working at European level on a redesign of the capacity allocation process called Time Table Redesign (TTR). The aim of TTR is to increase the competitiveness of rail transport by harmonising and improving the European timetabling system.

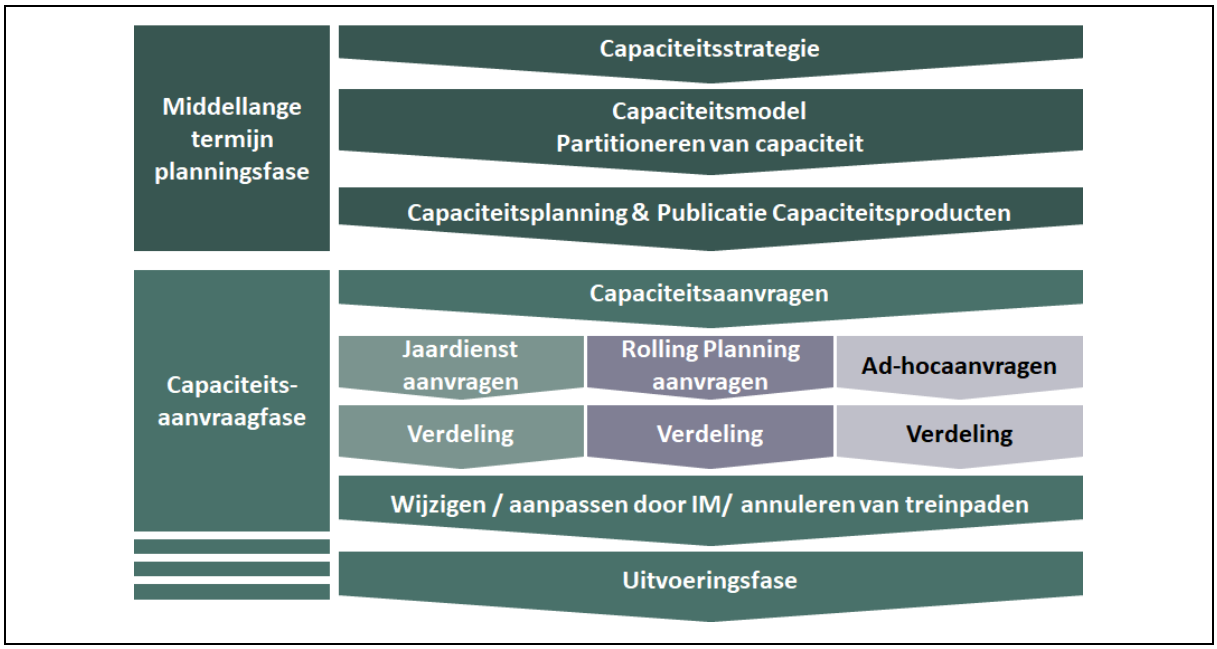
The TTR process consists of several components, including the improved planning of infrastructure capacity, including TCRs on the railways and the introduction of new capacity allocation processes. Digitisation is an important part of TTR.

The aim is to make the capacity planning and allocation process more responsive to the requirements from the different market segments and optimise the use of capacity on the existing infrastructure. For passenger traffic in particular, this will result in earlier availability of the final timetable, with the result that passengers will be able to purchase a ticket earlier and with higher reliability. For the majority of freight traffic, TTR leads to more flexibility and better train paths in the ad hoc process so that customer requirements can be better met. Detailed information about the TTR programme is available on the RailNetEurope website.

There is no legal basis for TTR yet. In anticipation of expected new laws and regulations, ProRail wants to gain experience with various elements of the TTR process. For this reason, it publishes TTR-related documentation on its website. This documentation is not binding and no rights can be derived therefrom.

4.9.2 TTR process elements

The TTR process consists of the following elements:



The main TTR elements are explained in more detail below.

- *Capacity strategy (X-60 to X*-36 months)*
  The capacity strategy is the infrastructure manager's long-term capacity planning for the entire network. The main objective of the capacity strategy is to provide early information on the available capacity on the network and the expected capacity requirement. The capacity strategy enables the infrastructure manager to share this expected capacity requirement and available capacity with neighbouring infrastructure managers and titleholders. See section 4.9.3.1 for further explanation.

- *Capacity model (X*-30 to X*-18 months) with a breakdown by type of capacity*
  The capacity model contains a detailed estimate of expected capacity demand and is divided into segments for passenger trains, freight trains and capacity for published TCRs. Titleholders have the possibility to provide input on the capacity model by announcing their future capacity requirements and can react to the proposed allocation of capacity. The announcement of capacity requirements and the capacity model are described in section 4.9.3.2.

- *International coordination of Temporary Capacity Restrictions*
  Temporary Capacity Restrictions may be necessary for maintenance, renewal or realisation of infrastructure. Temporary Capacity Restrictions are subdivided according to their impact on capacity in the categories very large, large, medium and limited. These Temporary Capacity Restrictions are necessary to keep the infrastructure in a good condition and to further expand the infrastructure in accordance with market needs (see Chapter 4.3 for further information).

- *Feasibility studies*
  Titleholders can apply for a feasibility study to be carried out from 17 months before the new timetable takes effect, for example to gain insight whether the new timetable offers scope for new transport. If indicated by the titleholder, a request can also be handled confidentially by ProRail. In the case of an international request, the study will be carried out by the relevant infrastructure managers. Conducting a feasibility study has no impact on the segmentation of capacity in the capacity model described in 4.9.3.3.

Requests for feasibility studies can cover timetable requests as well as late requests and train paths with a validity of several days in the ad hoc allocation phase. For the submission of feasibility studies, ProRail follows the process and timelines described in RailNetEurope's *Handbook for Procedures for Feasibility Studies* (with the exception of sections 6.2.1, 6.2.2 and 7.4).

Requests for feasibility studies may be made in the following ways:
- Using the Path Coordination System application for international capacity requests (PCS, see Appendix 23, item 4.2.1).
- Through participation in the preparation of the timetabling process.
- By sending an email to OSS@prorail.nl in case of ad hoc requests

- *Capacity offer*
  Between X*-18 and X*-11 months, the capacity model will be further detailed by ProRail, in cooperation with railway undertakings. Capacity in segments is translated into the number of running options per hour, the time position and characteristics of the path are added and the availability of the path during the timetable year is added. Within the capacity offer, alternative paths are worked out if very large or large capacity restrictions are planned. The capacity offer is aligned with available capacity in neighbouring countries.

- *Capacity requests for the timetabling process*
  Capacity reserved for the timetable or which can be used for late requests when capacity has not been used for timetable requests.

- *Capacity requests for rolling planning*
  Within TTR, in addition to timetable requests and ad hoc requests, a new type of capacity requests is being developed, namely rolling planning requests. In the capacity model and capacity offer and during the timetabling process, capacity is reserved for rolling planning requests in the form of system paths. After the timetabling process, rolling planning requests can be submitted from four months to one month before the first traffic day. Eventually, rolling planning requests can be submitted for a validity period of up to three timetabling years.

- *Capacity for ad hoc requests*
  Residual capacity for capacity requests made in the ad hoc phase.

Table 4.7 Schedule for the TTR process of Capacity Management for the 2027 timetable

Time in months until start new timetable	Management	Traffic
X-60 to X-36 (published in December 2023)	Publication capacity strategy, see section 4.9.3.1.	
X-24	Publication of TCRs that have a very significant or major impact on train traffic, see section 4.3.2.2.2.	
X-21 to X-18 (published on 23 June 2025)	Publication capacity model, see section 4.9.3.2	
From X-17	Possible request to carry out a feasibility study, see section 4.9.3.3.	
X-12	Publication Capacity allocation for management document, see section 4.3.2.2.3.	
X-18 to X-11		Preparation timetabling process, see section 4.5.0.
X-11		• Publication PreArranged Paths • Publication capacity offer

**X refers to the start date of the timetable year.*

4.9.3 TTR implementation

ProRail participates in the TTR implementation and follows the joint timeline of the European infrastructure managers and the development of European regulations for implementation at national level.

4.9.3.1 Capacity strategy

The capacity strategy is ProRail's long-term capacity planning that provides early initial insight into available capacity on the future infrastructure and expected capacity requirements. The capacity strategy is shared and coordinated by ProRail with infrastructure managers in neighbouring countries and titleholders. No rights can be derived from this document.

The capacity strategy will be from the 2028 timetable be made for the entire rail network managed by ProRail. In determining the capacity strategy, ProRail follows the agreements as laid down in the *Handbook for Procedures Capacity Strategy*, which can be viewed on the RailNetEurope website.

Consultation and publication
The draft version is submitted for consultation to titleholders 39 months prior to the start of the timetable. After processing the reactions of titleholders, the final version will be published on both the ProRail and RailNetEurope (RNE) websites 36 months prior to the start of the timetable. Titleholders can submit their views on the draft version of the capacity strategy via ttr@prorail.nl and via the RNE website.

4.9.3.2 Capacity model and segmentation

ProRail annually draws up a capacity model in the period between 36 and 18 months prior to the effective date of the new timetable. The capacity model will be created for the entire ProRail network from the 2027 timetable onwards. The draft version of the capacity model will be submitted to titleholders for consultation. ProRail coordinates the capacity model with neighbouring countries before it is finally published. ProRail publishes the capacity model in RailNetEurope's European Capacity Management Tool (ECMT) (for more information, see Appendix 23, item 4.2.2). In addition, an explanatory document is published on the ProRail website. No rights can be derived from this document.

Table 4.8: Timeline for publication of the capacity model

Timetable year	Draft version	Final version
2027	May 2025	23 June 2025
2028	March 2026	June 2026
2029	March 2027	June 2027
2030	March 2028	June 2029

4.9.3.2.1 Announcement of future capacity needs
Titleholders can announce their future capacity requirements to ProRail in the MLT process (see section 2.6.1 *Capacity and infrastructure developments based on the needs of titleholders and ProRail* and section 4.5.0 *Preparation timetabling process*) up to 24 months prior to the start of a new timetable. The announcement of these future capacity needs is not binding.

4.9.3.3. Feasibility studies

See section 4.9.2.

4.9.3.4 Capacity offer

ProRail is developing the process and associated IT support for creating and publishing the capacity offer. This process starts after the publication of the capacity model, 18 months before the start of the relevant timetable year, and ends 11 months before the start of the relevant timetable year. The capacity offer consists of a non-binding overview of train paths that can eventually be used as the basis for the timetable request for a train path. As this process is still under development, the scope of the capacity offer is limited to international paths for passenger and freight trains.

ProRail publishes the capacity offer annually in RailNetEurope's European Capacity Management Tool (ECMT) (for more information, see 4.2.2, item Appendix 23). In addition, an explanatory document is published on the ProRail website.

Rights may be derived from publication of the capacity offer.

Table 4.10 Timeline for publication of capacity offer

Timetable year	Draft version	Final version
2027	November 2025	January 2026
2028	November 2026	January 2027
2029	November 2027	January 2028
2030	November 2028	January 2029

4.9.3.5 Capacity requests for rolling planning

Capacity requests cannot yet be submitted for the rolling planning phase in the 2027 timetable.

4.9.3.6 International coordination of TCRs

ProRail has implemented the International coordination of TCRs process element, see section 4.3.2.3.

4.10 Principles for capacity allocation on Rail Freight Corridors

For all Rail Freight Corridors, a uniform description of the principles of capacity allocation in the timetable phase and the ad hoc phase on these freight corridors has been agreed[123]. This description can be found in the *Corridor Information Documents Book 4*, which are available via the following hyperlinks:

- Rail Freight Corridor Rhine-Alpine
- Rail Freight Corridor North Sea – Mediterranean
- Rail Freight Corridor North Sea – Baltic

The Rail Freight Corridor *North Sea – Mediterranean* has merged with the Rail Freight Corridor *Rhine – Alpine*. The new name is Rail Freight Corridor *North Sea Rhine Mediterranean* (NSRM). As there is no Corridor Information Document for this yet, reference is still made to the existing documents.

For an overview of the Dutch sections of the international freight corridors and the contact details of the corridor organisations, see section 1.7.1 *Rail Freight Corridors*.

[123] See ruling of the European Court of Justice (Fifth Chamber) of 24 June 2021 in the case between DB InfraGO and the Federal Republic of Germany (Case C-12/20).

For the capacity allocation regarding the prearranged paths on international freight corridors, ProRail refers to section 4.5.0 *Preparation timetabling process.*

5 Services and charges

5.1 Introduction

This chapter deals with the services provided by ProRail for use of the railway infrastructure and supplementary facilities by railway undertakings and other titleholders, as well as the applicable charges. In addition, this chapter describes the services offered with regard to planning and executing the timetable and performance analysis.

The services are classified according to Annex II to Directive 2012/34/EU:
- Minimum access package (Category 1 services, section 5.3).
- Access to and use of facilities and provision of services (Category 2 services, Chapter 7 (Category 1 services).
- Supplementary services (Category 3 services, section 5.4).
- Ancillary services (Category 4 services, section 5.5).

All services stated in this chapter that are offered by ProRail are governed by the General Terms & Conditions (see Appendix 5). If additional conditions are attached to the use of a service, this is stated for each service. The services and any additional terms and conditions will be laid down in the Access Agreement.

As regards ICT and information services (ancillary services, as referred to in section 5.5), ProRail reserves the right to limit new or extra authorisations for a service, or to (temporarily) refuse access to a service if this request or extension cannot be delivered within the current capacity[124] of the service.

5.2 Charging principles

User charge
The term 'user charge' is a collective term for the various charges paid by railway undertakings to ProRail for the services they purchase from ProRail for the acquisition of capacity rights and access to and use of the railway infrastructure and facilities managed by ProRail, as well as the services to be provided in connection therewith.

The user charge consists of:
1. The charge for the minimum access package (Category 1 services)[125], possibly supplemented by a scarcity surcharge as referred to in Section 62(2) and (6)(a)[126] Railways Act and a charge related to the cost of environmental impact of train operation referred to in Section 62(2) and (6)(b)[127] Railways Act.
2. The charge for the (access to) service facilities and services provided in those facilities (Category 2 services)[128], to the extent that they are offered by ProRail.
3. The charge for supplementary services (Category 3 services)[129] to the extent that they are offered by ProRail.
4. The charge for ancillary services (Category 4 services)[130] to the extent that they are offered by ProRail.

124 The maximum number of users that can be facilitated (e.g. in the form of a maximum number of accounts that can be issued).
125 Annex II, point 1, to Directive 2012/34/EU.
126 Section 7 Railway Capacity Allocation Decree.
127 See Implementing Regulation 2015/429 laying down the modalities for levying charges for the costs of noise pollution and Article 11b Decision Implementing Directive 2012/34/EU on establishing a single European railway area. These charges do not apply to the 2027 timetable.
128 Annex II, point 2, to Directive 2012/34/EU.
129 Annex II, point 3, to Directive 2012/34/EU.
130 Annex II, point 4, to Directive 2012/34/EU.

5. Levies, discounts, additions or deductions referred to in Section 62(6)(c) (additional levy), (d)[131] (levy for specific future investment projects), (f) (performance scheme) and (g) (cancellation levy) Railways Act.

The various components of the user charge are stated in this chapter, with the exception of the charges for the (access to) service facilities and services provided in those facilities (Category 2 services), which are stated in Chapter 7. The charges are part of the Access Agreement.

Charging framework
The statutory charging framework, as referred to in Directive 2012/34/EU, Article 29(1), comprises:
a. Section 62 Railways Act.
b. Implementation Directive 2012/34/EU on establishing a single European railway area
c. Implementing Regulation (EU) 2015/909 on the modalities for the calculation of the costs directly incurred as a result of operating the train service.

Cost allocation and charge calculation Category 1 services (basic access package)
For the allocation of the costs for the Category 1 services offered and the calculation of the charges for these services, ProRail uses the method described in the '*Method for allocation of costs to the basic access package 2026* - 2029' dated 30 November 2023. This document is available on the ProRail website.[132]

On the Logistics Portal, ProRail makes available to titleholders a document '*Calculating user charge 2026 – 2029*' dated 30 August 2024, which explains the calculation of the 2026 charges for the various services of the minimum access package in accordance with this method of allocation.

Cost allocation and charge calculation Category 3 services (supplementary services)
For the allocation of costs for the supplementary Category 3 services offered, namely EnergieVerzamelapplicatie (EVA, Energy Collection Application) and Exceptional Transport, ProRail uses the methods described in the documents *Method of allocating costs to the EVA service 2026 - 2029* dated 30 August 2024 and *Method of allocating costs to the Exceptional Transport service 2026 - 2029* dated 30 August 2024. These documents are available on the ProRail website.

Cost allocation and charge calculation Category 4 services (ancillary services)
For the allocation of the costs for access to the telecommunications network and the provision of supplementary information, being Category 4 ancillary services offered, ProRail uses the method described in the document '*Method for the allocation of ancillary ICT services 2026 – 2029*' dated 30 August 2024. For the allocation of the costs for the ProRail ERTMS Integration Lab (PREI), being a Category 4 ancillary service offered, ProRail uses the method described in the document *'Method of allocating costs to the ProRail ERTMS Integration Lab 2026 - 2029'* ancillary service dated 5 August 2022. These documents are available on the ProRail website.

Additional charge
By means of the extra levy, an additional part of the costs for management, maintenance and replacement of the track is charged to railway undertakings pursuant to Section 62(6)(c) Railways Act. No additional levy will be set for the 2027 timetable.

All charges are agreed in the Access Agreement, on the understanding that the cancellation charges and surcharges for scarce capacity described in the Network Statement are already applicable at the time a capacity request is submitted for the 2027 timetable. The services will be charged on the basis of actual use or according to planned use or agreed use, as specified in section 5.3 *Minimum access package and fees*, 5.4 *Supplementary services and charges*, and 5.5 *Ancillary services and charges*.

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. These charges will later be indexed to price level 2027.

131 HSL Charge Decree.
132 This method of allocation was approved by the ACM in a decision dated 2 May 2024 (reference ACM/UIT/619730).

For a more detailed explanation, see section 5.8.1. For the period from 13 December 2026 up to and including 31 December 2026, the charges in the Network Statement 2026 in force on 12 December 2026 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.

5.3 Minimum access package and charges

The minimum access package covers all services to reserve and use capacity for train traffic on the main railway network and other railway networks managed by ProRail.[133] The basic access package comprises the following services:

1. Train path
2. Platforms
3. Traction power supply

5.3.1 Train path

Train path		
1. General information		
1.1	Service	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (the minimum access package).
1.2	Provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description	The use of train paths according to the right to train paths acquired through the capacity allocation process. This includes the following elements: *Capacity allocation* a. For the processing of requests, returns and changes to infrastructure capacity[134], the following ICT and information services are made available: - ICT and information services related to submitting or changing a capacity request and confirming departure (see Appendix 23, item 4.1): Capacity requests according to TSI TAF/TAP standard, Order Portal, My Trains, DONNA and Train Number List. - ICT and information services related to information on and coordination of capacity for works (see Appendix 23, item 6.1): Btd-planner, Btd-planner reports, TCR map, TCR files. - Description of ICT and information services related to shunting (see Appendix 23, item 5.1): LOA-Online and Spoorbezettingsplan (Track Occupation Plan). b. The reserving of capacity according to the agreed capacity allocation. c. The provision of information necessary to operate the train service for which capacity has been obtained, via, among others, the applications RailMaps (see Appendix 23, item 1.1) and Signposts (WVK) (see Appendix 23, item 3.1) and the information on Temporary Speed Restrictions (see Appendix 23, item 3.1). *Use of the main railway network* d. The use of the tracks on route sections and stations for train movements. e. The stationary use of tracks at rail yards insofar as necessary for traffic handling (passing, direction changes, etc.) according to the agreed capacity allocation or any interventions required.

133 Section 1 of Annex II to Directive 2012/34/EU.

134 Trains subject to the user charge exemption scheme (due to instructions by ProRail) can only be requested on the basis of a timetable entered in DONNA by the applicant or on request via the Order Portal and/or via the Capacity requests and planning and performance information service (in accordance with the TAF/TAP TSI standard).

Train path		
		f. The stationary use of platform tracks insofar as necessary for the (dis)embarking of passengers. g. The registration of freight train loads. The WLIS application is made available for this purpose, see Appendix 23, item 5.1. *Traffic control* *h.* The traffic control for both centrally and locally controlled areas, including the use of GSM-R Voice Rail Safety, the radio-communication system for rail safety, as described in Appendix 23, item 7.1. *Real-time information on the train service* i. The provision of information to the railway undertaking about train service handling via the SpoorWeb application (see Appendix 23, item 8.1). j. The provision of real-time information on train movements via the Spoorviewer application (see Appendix 23, item 9.1) and/or via the Real-time traffic information datastream (see Appendix 23, item 9.1). k. The provision of planning and performance information on the basis of the TSI TAF/TAP messages (see Appendix 23, item 9.1). *Information on the performed train service* l. The provision of information on train service performance: Standard Report Traffic Performances, Standard Report Monitoring and Standard provision of traffic performance data (see Appendix 23, item 10.1). m. The possibility of accepting or rejecting the causes of train deviations assigned to railway undertakings via the Monitoring-Approval application (see Appendix 23, item 10.2). *Calamity response* n. The services of ProRail's Incident Response Department pertaining to alarm signals, the evacuation and clearing of the tracks after accidents and irregularities, as well as the re-railing of railway vehicles and moving damaged railway vehicles to a safe place where they will not hinder traffic. 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. Not included are the external out-of-pocket costs incurred by the Incident Control Department as part of their response, such as hiring equipment and/or (facilities for) personnel. These costs are charged to the party that caused the response or to the party to whom the response can be attributed.
3. Description of the facility		
3.1	Locations	Main railway network
3.1.1	Opening hours	24 x 7 with exception of TCRs.
3.1.2	Technical characteristics	See Chapter 2 of this Network Statement.
3.1.3	Planned changes	The planned changes are included in Appendix 10 Infrastructure projects and studies.
4. User costs		

<table>
<tr><th colspan="3">Train path</th></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>The charge per train kilometre for the train path service depends on the weight class of the train and is:
<table>
<tr><th>Weight category of the train</th><th>Charge (per train kilometre)</th></tr>
<tr><td>up to 120 tons</td><td>€0.5934</td></tr>
<tr><td>from 121 to 160 tons</td><td>€0.7417</td></tr>
<tr><td>from 161 to 20 tons</td><td>€0.9435</td></tr>
<tr><td>from 321 to 600 tons</td><td>€1.3114</td></tr>
<tr><td>from 601 to 3,200 tons</td><td>€2.2252</td></tr>
<tr><td>from 3,201 tons</td><td>€2.7533</td></tr>
</table>
The volume of use is determined on the basis of actual use of train paths. ProRail registers the distances travelled in the traffic control systems. These distances are rounded to 0.1 km. Distances < 3.0 km as well as distances travelled on decommissioned tracks are not taken into account.

Train tonnages are measured using ProRail’s weighing systems. Trains that pass multiple weighing points during their journey are settled at the average tonnage measured at the various weighing points. Tonnages are rounded to 1 ton. Trains that do not pass a weighing point during their run or for which no measured weight is available are settled at a standard train weight agreed in the Access Agreement.

RailNetEurope's Charging Information System (CIS) ICT service can be consulted for information on charges relating to the train path service, including stops and (indirectly) the traction power supply service. See Appendix 23, item 4.2.3.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>Zero rate exemption scheme relating to management
For the use of capacity in connection with the performance of instructions given by ProRail in respect of railway network management, a zero rate shall be set for the train path service. To this end, ProRail allocates a number of specific series of train numbers, which may be used exclusively for traffic run in the performance of instructions given by ProRail.

Exemption scheme Enschede – Enschede Grens
The volume of the use of train paths on the Enschede-Enschede Grens (direction Gronau) route section will, due to the absence of recording traffic control systems, be settled on planning basis. In determining the weight category, the unladen weight of a train set type normally deployed by the railway undertaking is assumed. To compensate for any kilometres not run, 98.5% of the scheduled train kilometres are invoiced.</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
<tr><td>5.1</td><td>Legal requirements</td><td>Special regulations apply to Exceptional Transport. For this, see section 4.7 and section 5.4.3.

As regards the access or departure by service personnel of the railway infrastructure via stations and platforms, railway undertakings are notified of that stated in section 7.3.2.1 General information with respect to access control facilities.

Titleholders who do not qualify as a railway undertaking can exclusively acquire from ProRail item a (with the exception of the LOA-Online and My Trains applications) whereby a maximum of eight accounts on the Order Portal can be purchased, items b and c (exclusively the RailMaps application), item i (as a Category 4 service, at the rate specified therein) and item k of the part of this service specified under 'description'. With regard to the planning & performance information (according to TSI TAF/TAP standard) service, the titleholder will, on the basis of Article 6 of the General Terms and Conditions, be given access to all planning and performance information of the railway undertaking concerned, which has agreed to this at the request of the titleholder.

Also applicable are the terms of delivery stated in the tables and appendices as referred to in the description of the service.</td></tr>
</table>

Train path		
5.2	Technical requirements made of railway vehicles	See section 3.2 Access requirements
5.3	Independent use	N/A
6. Capacity request		
6.1	Access request	Train paths will be applied for in accordance with the procedures laid down in Chapter 4. Train paths are allocated through the capacity allocation document and agreed in the Access Agreement.

5.3.2 Platforms

Platforms		
1. General information		
1.1	Service	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (the minimum access package).
1.2	Provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description	The use of passenger platforms for the (dis)embarking of passengers. The platform is defined as the elevation along the track at a station or stop where passengers can embark and disembark. Facilities on or around a platform are not part of this service. For this, see the Passenger stations service in section 7.3.2 and underlying sections. For information on access control facilities, see section 7.3.2.1 *General information*.
3. Description of the facility		
3.1	Locations	On the offered stations in the Netherlands. For an overview, see Appendix 25.
3.1.1	Opening hours	Except in case of TCRs, platforms are accessible to passengers from 30 minutes before the start of the timetable until 30 minutes after the last train in the timetable.
3.1.2	Technical characteristics	An optimal stop is provided by a passenger platform with the following characteristics: • ProRail has started an *Adjust platform height accessibility (P76)* programme aimed at bringing all platforms to the standard height (based on European regulations and national agreements regarding rail accessibility). More and more platforms are meeting this standard. For information about platform locations, consult the Register of Infrastructure (RINF). • An adjusted platform meets the following standards: - The platform height is at 760mm +top of rail, with a tolerance in the management phase of -35/+30mm. - The nominal distance from the edge of the platform to the centre of the track is 1700mm, with a tolerance in the management phase of -50/+35mm. • The following applies to platforms that have not yet been adjusted: - In practice, platform heights may range from a minimum of 500mm to a maximum of 1000mm +top of rail. - Situations exist where the distance from the edge of the platform to the centre of the track ranges from a minimum of 1650mm to a maximum of 1900mm. • The gradient of the platform does not, in principle, exceed 2.5‰ (1:400). It may, in incidental cases, rise to a maximum of 12‰ owing to spatial restrictions. • In case of horizontal curves at platforms, ProRail applies a horizontal curve radius that generally is not smaller than R=1000m. Curve radii smaller than 250m may occur owing to spatial restrictions. • In case of vertical curves at platforms, ProRail applies a vertical curve radius that generally is larger than R=15,000m. Curve radii up to R = 2500m may occur owing to spatial restrictions. • Higher passing speeds than 160 km/h are not permitted along passenger platforms. • A general list of effective platform lengths is provided in Appendix 19 Platform lengths. A detailed statement of effective platform length per station, per platform track and per direction of traffic is available for consultation on the Logistics Portal.

<table>
<tr><td>3.1.3</td><td>Planned changes</td><td>The planned changes are included in Appendix 10 Infrastructure projects and studies.</td></tr>
<tr><td colspan="3">4. User costs</td></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>The charge per stop for the platform service depends on the station class where the stop is made and amounts to:
<table><tr><th>Station class</th><th>Charge (per stop)</th></tr><tr><td>Stop</td><td>€0.07</td></tr><tr><td>Basic</td><td>€0.30</td></tr><tr><td>Plus</td><td>€0.80</td></tr><tr><td>Mega</td><td>€1.26</td></tr><tr><td>Cathedral</td><td>€2.46</td></tr></table>
The volume of use, the number of stops, is determined on the basis of actual use.

The classification into 5 station categories (stop, basic, plus, mega, cathedral) is provided in Appendix 25 and is based on the estimated numbers of (dis)embarking and transferring passengers, with the threshold values <1000 / 10,000 / 25,000 / 75,000 / >75,000 (dis)embarking and transferring passengers per day.

In setting the charge, the number of stops for every train for which a passenger train running characteristic is entered is determined on the basis of the departure and short stop activities in the ProRail traffic control systems.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>Exemption scheme Enschede – Enschede Grens
Use of the platforms service for trains on the Enschede-Enschede Grens (direction Gronau) route section will, due to the absence of recording traffic control systems, be settled on planning basis. To compensate for any kilometres not run, 98.5% of the scheduled stops are invoiced.</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
<tr><td>5.1</td><td>Legal requirements</td><td>Users of the service are railway undertakings that have a valid Access Agreement.

Railway undertakings are notified that the text on access control facilities in section 7.3.2.1 relates to access or departure by service personnel of the railway infrastructure via platforms.</td></tr>
<tr><td>5.2</td><td>Technical requirements made of railway vehicles</td><td>See Chapter 3 of the Network Statement.</td></tr>
<tr><td>5.3</td><td>Independent use</td><td>Railway undertakings can make independent use of this service.</td></tr>
<tr><td colspan="3">6. Capacity request</td></tr>
<tr><td>6.1</td><td>Access request</td><td>Access to the platforms is agreed in the Access Agreement.</td></tr>
</table>

5.3.3 Traction power supply

<table>
<tr><th colspan="3">Traction power supply</th></tr>
<tr><td colspan="3">1. General information</td></tr>
<tr><td>1.1</td><td>Service</td><td>The service falls under Category 1 of Annex II to Directive 2012/34/EU (the minimum access package).</td></tr>
<tr><td>1.2</td><td>Provider</td><td>ProRail</td></tr>
<tr><td>1.3</td><td>Term of validity</td><td>The service is offered during the term of the Network Statement.</td></tr>
<tr><td colspan="3">2. Function</td></tr>
<tr><td>2.1</td><td>Description</td><td>This service comprises the use of the traction power supply systems. This service does not comprise the supply of electric traction power; for this, see the services in section 5.4.1.</td></tr>
<tr><td colspan="3">3. Description of the facility</td></tr>
<tr><td>3.1</td><td>Locations</td><td>On the electrified tracks that are part of the main railway network, see section 5.4.1 of the Network Statement.</td></tr>
<tr><td>3.1.1</td><td>Opening hours</td><td>Regular opening hours: Monday to Sunday from 00:00-23:59.</td></tr>
</table>

<table>
<tr><th colspan="3">Traction power supply</th></tr>
<tr><td>3.1.2</td><td>Technical characteristics</td><td>Depending on the route section, ProRail offers a number of types of traction power supply systems. These consist of overhead lines from which traction power can be drawn. See also section 2.3.9 Supply of electric traction power and Appendix 8, item 2.2 of the Network Statement.</td></tr>
<tr><td>3.1.3</td><td>Planned changes</td><td>The planned changes to the infrastructure are stated in Appendix 10 Infrastructure projects and studies.</td></tr>
<tr><td colspan="3">4. User costs</td></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>The charge for use of the traction power supply is settled in proportion to the number of kilowatt hours delivered via the traction power supply, with a distinction according to consumption on the 1500 V DC network and the 25 kV AC network. The charge per kilowatt hour for the use of the traction power supply is shown below.
<table><tr><th>Charge (per kilowatt hour)</th></tr><tr><td>€0.031929</td></tr></table>The charge for the transport of electric traction power invoiced by the network operators to ProRail is included in this rate. Further information is available in section 5.4.1 Traction power of this Network Statement.
ProRail invoices the charge for use of the traction power supply on the basis of the electrical energy consumed. Information about the amount of energy consumed is supplied to ProRail by Eress (VIVENS).
RailNetEurope's Charging Information System (CIS) ICT service can be consulted for information on charges relating to the train path service, including stops and (indirectly) the traction power supply service. See Appendix 23, item 4.2.3.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>Zero rate exemption scheme relating to management
For the use of capacity in connection with the performance of instructions given by ProRail in respect of railway network management, a charge of nil shall be set for the traction power supply service. To this end, ProRail allocates a number of specific series of train numbers, which may be used exclusively for traffic run in the performance of instructions given by ProRail.</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
<tr><td>5.1</td><td>Legal requirements</td><td>Pursuant to the Electricity Act 1998, ProRail is designated as ‘manager of a private network’ for the management of the traction power supply network. In this capacity, ProRail requires the parties who make use of this facility to submit a periodic statement of their actual and expected power consumption, with a distinction according to consumption on the 1500V DC network and the 25kV AC network.

The terms of delivery applicable to the use of traction power supply systems are stated in Appendix 24.</td></tr>
<tr><td>5.2</td><td>Technical requirements made of railway vehicles</td><td>Locomotives shall have current take-up systems appropriate to the applicable traction power system on a specific route section.</td></tr>
<tr><td>5.3</td><td>Independent use</td><td>Railway undertakings can make independent use of this service.</td></tr>
<tr><td colspan="3">6. Capacity request</td></tr>
<tr><td>6.1</td><td>Access request</td><td>• Access to the traction power supply system is agreed in the Access Agreement.
• The use of the traction power supply systems is linked to capacity allocation (the allocation of train paths). The process for requesting access is described in section 4.5 of the Network Statement.</td></tr>
</table>

5.3.4 Additional charge

No additional levy will be set for the 2027 timetable.

5.4 Supplementary services and charges

ProRail distinguishes the following supplementary services within the Category 3 services[135]:

1. Traction power, distinguished in:
   a. Transport of electric traction power
   b. Supply of electric traction power
2. EnergieVerzamelApplicatie (EVA, Energy Collection Application)
3. Facilitating Exceptional Transport
4. Services for railway vehicles
   The charge for using train preheating is included in the stabling and shunting service (Category 2) and is described in section 7.3.5.2.5. ProRail does not offer any other services for rail vehicles in Category 3. An overview of ancillary services provided by operators known to ProRail can be found in the '*List of rail-related services and third-party service facilities*' accompanying the 2027 Network Statement, which can be found on the ProRail website.

5.4.1 Traction power

5.4.1.1 Transport of electric traction power

Electricity network operators are responsible for transporting electric traction power to the traction energy system operated by ProRail, which is used for the purpose of purchase electric traction power for trains. The transport costs of the traction energy charged by network operators to ProRail are included in the charge for the traction power supply service which is part of the minimum access package, see section 5.3.3.

5.4.1.2 Supply of electric traction power

The electric traction power purchased by railway undertakings is purchased collectively by railway undertakings themselves from energy suppliers through purchasing cooperatives VIVENS. For further information on the supply of electrical traction power, see the '*List of rail-related services and third-party service facilities*' on the ProRail website.

[135] Section 3 of Annex II to Directive 2012/34/EU. The categories of services listed under 1 to 4 are not meant to be exhaustive.

5.4.2 EnergieVerzamelApplicatie (EVA, Energy Collection Application)

<table>
<tr><th colspan="3">EVA</th></tr>
<tr><td colspan="3">1. General information</td></tr>
<tr><td>1.1</td><td>Service</td><td>The service falling under Category 3 of Annex II to Directive 2012/34/EU (supplementary service).</td></tr>
<tr><td>1.2</td><td>Provider</td><td>ProRail</td></tr>
<tr><td>1.3</td><td>Term of validity</td><td>The service is offered during the term of the Network Statement.</td></tr>
<tr><td colspan="3">2. Function</td></tr>
<tr><td>2.1</td><td>Description</td><td>This application facilitates the settlement of energy costs for traction power consumed by railway undertakings. This service concerns the collection of specific rolling stock information of railway undertakings and the enrichment of performed traffic data with this specific rolling stock information. The collected data is delivered to ERESS (VIVENS). ERESS combines the information with data from certified measuring systems in the locomotive for the purpose of settling the energy costs of electricity consumed and for the billing of the charge for the traction power supply service offered as part of the basic access package.

The activities and systems of ERESS and VIVENS do not belong to this EVA service.</td></tr>
<tr><td colspan="3">3. Description of the facilities</td></tr>
<tr><td>3.1</td><td>Locations</td><td>n/a</td></tr>
<tr><td>3.1.1</td><td>Availability</td><td>Availability: 7x24 hours</td></tr>
<tr><td>3.1.2</td><td>Technical characteristics</td><td>The data for EVA is provided by railway undertakings via the Common Interface in the form of TCM and PTCPM messages.</td></tr>
<tr><td>3.1.3</td><td>Planned changes</td><td>There are no planned changes.</td></tr>
<tr><td colspan="3">4. User costs</td></tr>
<tr><td>4.1</td><td>Information regarding the user charge</td><td>The charge for the EVA service is calculated on the basis of the number of kilowatt hours supplied via the traction power supply. The charge per kilowatt hour for the EVA service is:

<table><tr><th>Charge (per kilowatt hour)</th></tr><tr><td>€0.000313</td></tr></table></td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>n/a</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
<tr><td>5.1</td><td>Legal requirements</td><td>EVA is made available to all titleholders with an Access Agreement.</td></tr>
<tr><td>5.2</td><td>Technical requirements made of railway vehicles</td><td>N/A</td></tr>
<tr><td>5.3</td><td>Independent use</td><td>n/a</td></tr>
<tr><td>5.4</td><td>IT systems</td><td>n/a</td></tr>
<tr><td colspan="3">6. Capacity request</td></tr>
<tr><td>6.1</td><td>Access request</td><td>n/a</td></tr>
<tr><td>6.2</td><td>Handling time</td><td>n/a</td></tr>
<tr><td>6.3</td><td>Information on capacity availability and TCRs</td><td>n/a</td></tr>
</table>

5.4.3 Facilitating Exceptional Transport

<table>
<tr><th colspan="3">Facilitating Exceptional Transport</th></tr>
<tr><td colspan="3">1. General information</td></tr>
<tr><td>1.1</td><td>Service</td><td>The service falling under Category 3 of Annex II to Directive 2012/34/EU (supplementary service).</td></tr>
<tr><td>1.2</td><td>Provider</td><td>ProRail</td></tr>
<tr><td>1.3</td><td>Term of validity</td><td>The service is offered during the term of the Network Statement.</td></tr>
<tr><td colspan="3">2. Function</td></tr>
<tr><td>2.1</td><td>Description</td><td>ProRail facilitates Exceptional Transport for railway undertakings, see sections 3.4.2 and 4.7 of the Network Statement.</td></tr>
<tr><td colspan="3">3. Description of the facility</td></tr>
<tr><td>3.1</td><td>Locations</td><td>This service is provided on the main railway network.</td></tr>
<tr><td>3.1.1</td><td>Opening hours</td><td>n/a</td></tr>
<tr><td>3.1.2</td><td>Technical characteristics</td><td>See section 4.7 Exceptional Transport.</td></tr>
<tr><td>3.1.3</td><td>Planned changes</td><td>The planned changes are included in Appendix 10 Infrastructure projects and studies.</td></tr>
<tr><td colspan="3">4. User costs</td></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>No specific charges apply to the Facilitating Exceptional Transport service if use is made of the standard conditions described by ProRail in section 4.7.1.

Trains that do not meet these standard conditions are subject to an Exceptional Transport regulation (further: tailor-made regulation); however, a charge is levied for these regulations. The charge per requested tailor-made regulation for Exceptional Transport is:

<table><tr><th>Charge (per requested tailor-made regulation)</th></tr><tr><td>€162.42</td></tr></table>
N.B.
In principle, no tailor-made regulation is required for six-axle wagons. However, as there is no specific code in Donna for this type of wagon, railway undertakings shall apply for a tailor-made regulation in this case. In case of six-axle wagons for domestic transport, a charge for a tailor-made regulation is not due. If a tailor-made regulation is required as a result of the UIC scheme (see section 4.7.1, When is there Exceptional Transport), the charge for a tailor-made regulation is due.
The charge applies to each requested tailor-made regulation. Changes to tailor-made regulations that have already been granted will not be charged.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>Zero rate exemption scheme relating to management:

For tailor-made regulations for Exceptional Transport involving the use of capacity in connection with the performance of instructions given by ProRail in respect of railway network management, a charge of zero shall be set for the Exceptional Transport service. An applicant for capacity who wants to see the zero rate scheme applied to a tailor-made regulation must state this in his application for a tailor-made regulation for Exceptional Transport.</td></tr>
<tr><td colspan="3">5 User conditions</td></tr>
<tr><td>5.2</td><td>Technical requirements made of railway vehicles</td><td>See section 4.7 Exceptional Transport.</td></tr>
<tr><td>5.3</td><td>Independent use</td><td>n/a</td></tr>
<tr><td>5.4</td><td>IT systems</td><td>n/a</td></tr>
<tr><td colspan="3">6 Capacity request</td></tr>
<tr><td>6.</td><td>Request</td><td>Request via the One-Stop-Shop, oss-bv@prorail.nl</td></tr>
</table>

5.5 Ancillary services and charges

ProRail distinguishes the following ancillary services within the Category 4 services[136]:

1. Access to the telecommunications network
2. Provision of additional information.
3. Inspection of railway vehicles
4. Special maintenance services and facilities

An overview of ancillary services provided by operators known to ProRail can be found in the '*List of rail-related services and third-party service facilities*' accompanying the 2027 Network Statement, which can be found on the ProRail website.

5.5.1 Access to the telecommunications network

With regard to access to the telecommunications network, the services GSM-R Handhelds and GSM-R Other rail-related voice and data communication are offered in addition to the GSM-R Voice Safety service (see Appendix 23, item 7.1), which is part of the minimum access package. For details, see Appendix 23, item 7.2 For the possible applications of the services GSM-R Handhelds and GSM-R Other rail-related voice and data communication, contact informatiediensten@prorail.nl.

A charge applies for the GSM-R Handhelds and GSM-R Other rail-related voice and data communication ancillary services. The charge is shown in the third column of the table. The fourth column of this table contains a reference to the appendix for a detailed explanation.

Table 5.1 Ancillary services for access to the telecommunications network, including charge.

Name	Description	Charge	For explanation see
Execution			
GSM-R Handhelds (GSM-R Portofonie)	Operational voice communication (point-to-point and group communication via handhelds at rail yards or in tunnels). The Voice Rail Safety service is also supported within GSM-R Handhelds.	On request (tailor-made)	Appendix 23 – 7.2
GSM-R Other rail-related voice and data communication (GSM-R Andere spoorweggerelateerde voice- en datacommunicatie)	Operational voice communication (point-to-point via handhelds at rail yards or tunnels) and data communication (text, circuit switched or packet switched for telemetry applications).	On request (tailor-made)	Appendix 23 – 7.2

The services are offered exclusively to railway undertakings.

5.5.2 Provision of additional information.

The table below lists the ancillary ICT and information services that are offered in the areas of preparation, timetable planning, timetable performance, testing options and performance analysis.

A charge applies for some of these ancillary services. The charge is shown below in the third column of table 5.3. The fourth column of this table provides a reference for a detailed explanation.

136 Section 4 of Annex II to Directive 2012/34/EU. The categories of services listed under 1 to 4 are not meant to be exhaustive.

Table 5.2 Ancillary services provided by ProRail for provision of supplementary information, including charge.

Name	Description	Charge	For explanation see
Information on the railway infrastructure and/or service facilities			
Provision of tailor-made railway infrastructure data via Infra-Atlas	Tailor-made data on the functionality of the railway infrastructure using Infra-Atlas data.	No charge applicable	Appendix 23 – 1.2
Provision of Geodata	Provision of GPS/RD data on: • Centre of the track • Coupling point • Stations • Timetable points	No charge applicable	Appendix 23 – 1.2
Simulation environments			
FRISO (Flexible Rail Infra Simulation Environment)	Simulation tool for infrastructure studies, capacity, robustness and safety analyses, innovation studies.	€2,883[137] Per account	Appendix 23 – 2.1
NEO Simulation (NEO Simulatie)	Carrying out a simulation for testing innovations with the aim of improving train running.	On request (tailor-made)	Appendix 23 – 2.1
ProRail ERTMS Integration Lab (PREI)	Performance of (chain) integration tests between ERTMS on-board equipment and ERTMS trackside equipment in the ProRail ERTMS Integration Lab (PREI) with the aim of eliminating compatibility risks.	On request (tailor-made) A rate of €1,813 per day will be charged for the use of the ProRail ERTMS Integration Lab.	Appendix 23 - 2.1
Information for drivers			
RouteLint	Real-time information for the driver on the traffic situation on his route. Available in 2 modules: 1. RouteLint Datastream 2. RouteLint App (only in combination with purchase Routelint Datastream	RouteLint Datastream €0.007349 Per forecast train kilometre Routelint App €0.011931 Per forecast train kilometre	Appendix 23 – 3.2
ORBIT	Gives the driver a warning if a stop signal is approached at too high a speed.	€0.008243[138] Per forecast train kilometre	Appendix 23 – 3.2
Information on and coordination of incidents and calamities			

137 For FRISO, in addition to a charge, licence costs for the use of the simulation platform Enterprise Dynamics apply.

138 This concerns the charge for use; the implementation concerns customisation for which a price proposal is made on request.

Name	Description	Charge	For explanation see
Tailor-made incident data	Provision of tailor-made incident data. - Real-Time Standard Obstruction Measures - Applied obstruction measures - Data related to an undesired event, limited to a specific titleholder	On request (tailor-made)	Appendix 23 – 8.2
Information for intervention purposes			
MeekijkVOS	View functionality in the VOS traffic control system, making it possible to monitor the course of train services.	€2,828 Per account	Appendix 23 – 9.2
Punctuality map (Punctualiteitskaart)	The punctuality map gives real-time graphical information on the punctuality of passenger train services.	No charge applicable	Appendix 23 – 9.2
Provision of planning and performance information according to NL standard	Provision of real-time traffic plan data, related changes to the train service and performance information.	€6,988[139] Per connection	Appendix 23 – 9.2
Provision of rolling stock and train positioning service (MTPS, Levering van Materieel- en Treinpositie Service)	The provision of real-time data on train positions on the basis of train detection systems.	No charge applicable	Appendix 23 – 9.2
Information on and coordination of the delivered performance			
Information on train service performance: tailor-made reports, provision of data and analyses.	Tailor-made report, provision of data and analysis of the train service performance.	No charge applicable	Appendix 23 – 10.1
TOON	Information on realised train movements	€679 Per account	Appendix 23 – 10.3
Sherlock	Support in the analysing of train performances	On request (tailor-made)	Appendix 23 – 10.3
Information on railway vehicles			
WILD and Hotbox detection systems	Provision of the various monitoring data on, for example, axle loads and wheel temperatures of passing railway vehicles. In addition to railway undertakings, the Entity in Charge of Maintenance (ECM) can also receive monitoring data from ProRail on request regarding the quality of wheels, bogies and axle boxes.	On request (tailor-made)	Appendix 23 – 11.1

The ICT and information services are only offered to railway undertakings, unless otherwise indicated in the detailed description of the relevant service in Appendix 23.

[139] This concerns the charge for use; the implementation concerns customisation for which a price proposal is made on request.

The charge due is calculated on an annual basis, unless otherwise agreed. When concluding the Access Agreement, it will be determined which ICT and information services will be purchased and which associated costs will be charged.

5.5.3 Inspection of railway vehicles

ProRail does not perform any inspections of railway vehicles. The inspection of railway vehicles is carried out by inspection bodies designated by the Minister of Infrastructure and Water Management for the approval and certification of new and revised railway vehicles. The inspection bodies are stated on the ILT website.

5.5.4 Special maintenance services and facilities[140]

Special maintenance facilities are available at overhaul and maintenance firms. An overview of the providers of rail-related services and service facilities known to ProRail can be found on the ProRail website.

5.6 Financial penalties, incentives and compensation

5.6.1 Penalties for changing train paths by titleholders

No financial penalties in the form of levies or additions apply to the changing of train paths by titleholders.

5.6.2 Penalties for changes to train paths by the infrastructure manager

No financial penalties in the form of levies or additions apply to the changing of train paths by titleholders.

5.6.3 Penalties for not using train paths

The penalty for not using a train path without cancellation is equal to the price for cancelling after scheduled departure in table 5.3 in section 5.6.4.

5.6.4 Penalties for cancellation of train paths

A cancellation charge applies for not cancelling or not using train paths in time. The purpose of the cancellation charge is to encourage the efficient use of capacity. Railway undertakings and ProRail owe a charge as shown in table 5.3.

Table 5.3 Cancellation charge for railway undertakings and ProRail

Time of cancellation	Charge (per path) (share of train path price*)
After scheduled departure	100%
< 24 hours before departure	50%
> 24 hours before departure	0%

*Train path charge as stated in section 5.3.1 calculated based on the standard weight of the train type.

140 This section specifically covers maintenance facilities dedicated to high-speed trains or other types of rolling stock requiring specific facilities and associated major maintenance services.

Which trains are subject to a charge is based on information from the ProRail systems. The VOS traffic control system, in which ProRail (Traffic Control) records the plan alteration reason, is used for this purpose. Table 5.5 below shows for each plan alteration reason whether a cancellation charge is due.

Table 5.4 Cancellation charge per plan alteration reason (later than 4 days prior to departure)

Charge	Plan alteration reason VOS
Railway undertaking pays charge to ProRail.	• Order • Train path request • Carrier departure process
ProRail pays charge to railway undertaking.	• BUTA and CVB (capacity demand management) • Traffic control work process
No charge.	Other plan alteration reasons, including: • SW file (SpoorWebdossier) • TAD (train handling document) • Previous IM (previous infrastructure manager) • VSM (instruction measure) • ROD (regional venting timetable) • LUD (nationally depleted timetable) • Weather • TPA Black hole (train path request submitted during the transition from the planning phase to the intervention phase.[141])
Only charge for railway undertaking or ProRail if the context shows that it is a chargeable reason.	• Other

5.6.5 Incentives and discounts

5.6.5.1 Scarcity surcharge

If no agreement can be reached during coordination regarding conflicting capacity requests related to transport, the infrastructure manager may apply a scarcity surcharge.[142]

The scarcity surcharge for train paths is calculated as follows:

- The affected railway infrastructure is that part of the main railway network where the requests conflict with one another. Examples are: the route section between two timetable points, a platform track, a connection/flyover.
- Conflicting means two or more capacity requests relating to the same infrastructure, at the same time in the same period. This can re-occur several times during the timetable year.
- Each train path that was part of the competing timetable request and that uses the railway infrastructure concerned during the period of congestion is subject to a surcharge of €100.

If the scarcity surcharge has not been applied or has not yielded satisfactory results, ProRail will declare the infrastructure concerned to be congested.

141 During the transition from the planning phase to the intervention phase, there is a short period during which requests cannot be processed visibly for all stakeholders in the planning systems (DONNA and VOS). This period is referred to as the black hole (Dutch: Zwarte gat).

142 The authority to apply a scarcity surcharge is contained in Article 11a of the Implementation Directive 2012/34/EU and Section 7 Railway Capacity Allocation Decree.

5.6.5.2 Discount for framework agreements

ProRail does not offer framework agreements.

5.6.5.3 ERTMS discount

ProRail offers no discount on the user charge for the application of ERTMS in trains.

5.6.6 Compensation for planned Temporary Capacity Restrictions

ProRail applies a compensation scheme when determining capacity for works in the Netherlands, as described in section 4.3.2.2 *Incidental Temporary Capacity Restrictions*. In principle, the preferred variant of the Temporary Capacity Restriction prepared by ProRail is chosen, subject to that stated below.

The level of compensation differs for works in the context of conversion or modernisation. In principle, whether there is a conversion or modernisation is determined on the basis of financing from the newbuild budget or the maintenance budget. ProRail may deviate from this principle after consultation with all parties in the regional user consultation (RGO). For example, if a modernisation project results in major changes to the track design and there is in fact a conversion, the rules under section *5.6.6.1 Compensation scheme for conversion works* can be declared applicable.

5.6.6.1 Compensation scheme for conversion works

a. In case of newbuild works, the out-of-pocket costs of replacement transport made by the railway undertaking are compensated only on the basis of quotes agreed in advance by ProRail.
b. In case of newbuild works, no compensation is paid for rerouted trains. This applies to both passenger and freight transport, subject to the exception mentioned in point c. No additional compensation shall be granted for any additional stabling costs.
c. If the Temporary Capacity Restriction lasts longer than 6 weeks (average term of a change sheet), and the negative impact thereof on the normal timetable traffic can only be resolved by rerouting over other route sections, the resulting extra additional out-of-pocket costs of the titleholder, properly specified and substantiated, will be borne by ProRail.

5.6.6.2 Compensation scheme in case of modernisation works

a. For passenger carriers, modernisation works (large-scale maintenance and renewal) give rise to compensation in the following cases:
    i. Compensation is granted if and insofar as a Temporary Capacity Restriction falls (partly) on normal working days) and if it affects the morning and/or evening peak periods (for the definition of peak periods, see section 4.5.4 *Further description of processes*); the compensation then applies to the cancelled train kilometres of trains during those working days.
    ii. No compensation is provided in case of Temporary Capacity Restrictions during weekends, night-time, off-peak periods, low traffic periods (i.e., school holidays and official public holidays) and the day between a public holiday and a weekend) or if the through traffic is not affected.
    iii. The compensation amount is calculated using the fare per cancelled train kilometre referred to in point iv compared to the normal timetable without a Temporary Capacity Restriction.
    iv. The compensation 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.

b. For freight carriers who have or will have to deal with modernisation works (large-scale maintenance and renewal) on freight route sections (see section 5.6.6.5 *Criteria for scheme for freight trains*), compensation applies in the following cases and to the extent described below.
   i. Compensation is provided if and in so far as a Temporary Capacity Restriction (partly) falls during normal working days and if the Temporary Capacity Restriction lasts longer than 12 hours; the compensation then applies to those trains that have not run according to the originally planned route during those working days.
   ii. Compensation is calculated on the basis of an amount for each freight train affected by the Temporary Capacity Restriction. For the definition of an affected train, see section 5.6.6.5 *Criteria for scheme for freight trains*;
   iii. The amount of compensation per freight train is determined according to the 'compensation rate' in section 5.6.6.5 *Criteria for scheme for freight trains*.

No compensation will be granted if the Temporary Capacity Restrictions are scheduled at weekends (Saturday 00:00 to Monday 06:30) or during low freight traffic periods (i.e. public holidays and the day between a public holiday and a weekend), or if the Temporary Capacity Restriction lasts less than 12 hours or if through train traffic is not affected (see section 5.6.6.5 *Criteria for scheme for freight trains*).

c. Private passenger carriers 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 2027* and the initially requested route.

If, in ProRail's exclusive opinion, strict application of this compensation scheme would lead to a situation that would clearly be considered unreasonable, it is possible to deviate from the above.

5.6.6.3 Compensation scheme for combinations of Temporary Capacity Restrictions

If modernisation works are combined with newbuild works, the compensation is calculated as the average compensation that would apply if no combination of works was present. The calculation is weighted according to the duration of works and, if applicable, the transport flows affected, with the nature of works determining the final payment per transport flow. This applies to both passenger and freight train operators. If the duration of a combination of Temporary Capacity Restrictions is less than 10% of the other Temporary Capacity Restriction, this is not regarded as a combination for the compensation scheme.

5.6.6.4 Criteria for the scheme for passenger trains

For the application of the compensation scheme for passenger trains, the route sections have been divided into two categories:

Category 1:
- Den Helder – Alkmaar – Amsterdam Centraal – Eindhoven – Maastricht – Eijsden Grens / Heerlen
- Woerden – Leiden – Haarlem – Amsterdam Centraal
- Rotterdam Centraal / Den Haag Centraal – Utrecht Centraal – Zwolle – Groningen / Leeuwarden
- Amsterdam Centraal – Amersfoort – Deventer – Enschede / Oldenzaal Grens
- Amsterdam Centraal – Schiphol Airport – Den Haag HS – Rotterdam Centraal – Roosendaal – Vlissingen / Roosendaal Grens
- Schiphol Airport – Duivendrecht – Lelystad – Zwolle
- Amsterdam – Hilversum – Utrecht Centraal – Arnhem – Zevenaar Grens / Nijmegen
- Zwolle – Arnhem – 's-Hertogenbosch
- Roosendaal / Lage Zwaluwe – Breda – Tilburg – Boxtel / 's-Hertogenbosch
- Eindhoven – Venlo
- Amsterdam – Schiphol – Nieuw Vennep – Rotterdam (HSL Zuid Noordtak) – Breda Grens (HS-Zuid Zuidtak)

Category 2: all other route sections, which are not allocated to Category 1.

For the schemes, see sections 5.6.6.1 and 5.6.6.2.

5.6.6.5 Criteria for the scheme for freight trains

The definition and rates below apply supplementary to the compensation scheme for freight trains as described in section 5.6.6.2, item b.

Determining the number of trains for compensation (definition of affected trains)
The compensation is calculated over the average number of trains that during the same period as the Temporary Capacity Restriction (in terms of duration, day type and time) have actually run on the cancelled route section during one and two weeks before the Temporary Capacity Restriction and one and two weeks after the Temporary Capacity Restriction. This is based on trains registered as freight trains in Spoorkompas. In case of a non-obstructive Temporary Capacity Restriction, any freight trains that have run during the Temporary Capacity Restriction are deducted.

Rate
The compensation rate for freight trains depends on the route section on which the Temporary Capacity Restriction took place and is expressed as an amount per affected train (see definition above). The rates for the most popular freight routes are stated in table 5.5 below. A specific compensation rate is determined on a case-by-case basis in the event of Temporary Capacity Restrictions that affect multiple route sections, whereby the customary rerouting routes cannot be used.

Table 5.5 Compensation rate for freight trains

Route section	Compensation rate
Amersfoort – Deventer	€621.83
Amersfoort - Zwolle	€373.10
Amersfoort – Duivendrecht Aansluiting	€870.56
Amersfoort – Utrecht	€621.83
Almelo – Mariënberg	€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 – Mariënberg	€1,119.29
Lage Zwaluwe – Breda	€373.10
Lage Zwaluwe – Roosendaal	€1,368.02

5.6.7 Financial compensation in case of TCRs for works in the ad hoc phase

Titleholders are entitled to financial compensation for the (additional) rerouting kilometres in the event that they have to reroute as a result of Temporary Capacity Restrictions as referred to in sections 4.3.2.3.2 to 4.3.2.3.5 of the Network Statement. In the event of a Temporary Capacity Restriction that can only take place with the consent of titleholders affected by this adjustment (see section 4.3.2.3.5 *Other supplementary Temporary Capacity Restrictions*), (additional) compensation will apply on consent.

Section 5.6.7.1 below provides further details on the compensation scheme in the event of rerouting, while section 5.6.7.2 below provides further details on the compensation scheme on consent.

Market segmentation
The market segmentation into freight services and passenger services is made on the basis of the running characteristics of a train. Trains that are defined as freight trains according to their running characteristics, as well as the related movement of light locomotives, are considered freight trains. Trains that according to their running characteristics qualify as passenger trains and the related traffic of light locomotives and empty rolling stock qualify as passenger trains.

5.6.7.1 Determining compensation rerouting kilometres

The compensation concerns only the compensation for the (additional) rerouted kilometres for the train path service. For rerouting during the traffic control phase, the compensation is determined based on the actual rerouted train kilometres and the amount of compensation depends on the weight class of the train and the market segment (see section 5.3.1 *Train path*).

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.

No compensation for rerouted kilometres applies in the case where a zero rate is applied for the minimum access package due to the performance of instructions by ProRail with regard to the management of the railways.

Table 5.6 Compensation for rerouting per train kilometre

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

Compensation is determined based on the extra kilometres and these standardised compensation rates. The additional kilometres are determined according to the preferred rerouting route (see the

Corridor Book 2027). The compensation is paid by means of a credit note to the railway undertaking which is invoiced and pays the user charge for the train path.

5.6.7.2 Determination of compensation on consent

Pursuant to section 4.3.2.3.5 *Other supplementary Temporary Capacity Restrictions*, ProRail may change agreed Temporary Capacity Restrictions or introduce new Temporary Capacity Restrictions where the approval of titleholders affected by this change is required for the adoption of these Temporary Capacity Restrictions. The compensation on consent to the disadvantage experienced is standardised and paid by means of a credit note to the railway undertaking that would be invoiced the user charge for the train path. Where, at the time of consent to the cancellation of capacity by a capacity holder, no railway undertaking has yet been designated to use the allocated capacity, the compensation is paid to the capacity holder (the party with the capacity agreement).

ProRail determines how trains are affected by this Temporary Capacity Restriction:
- For trains that are rerouted, the tariff from table 5.7 is applied. This tariff consists of compensation for rerouting and for stabling.
- For trains that cannot be rerouted, the rate for cancellation is used, see table 5.8.
- Out-of-pocket costs in case of alternative modality.

Table 5.7 Compensation for rerouting after agreement per train kilometre

Market segment[143]	Weight category	Compensation for stabling	Compensation on consent	Compensation Total
Freight services	601 to 3,200 tons	€1.9824	€9.8286	€11.8110
Passenger transport services	321 to 600 tons	-	-	Based on OOP costs
	121 to 160 tons	-	-	Based on OOP costs

Table 5.8 Compensation for cancellation after consent

Market segment[144]	Weight category	Compensation for cancellation
Freight services (per train)	601 to 3,200 tons	€1,688.97
Passenger transport services	321 to 600 tons	Based on OOP costs
	121 to 160 tons	Based on OOP costs

If railway undertakings use an alternative modality, only the out-of-pocket costs are eligible for compensation. No compensation for cancellation will be paid if there is an alternative modality.

5.6.7.3 Graduated scale in case of consent

If a supplementary TCR is established at a late stage (from 30 days before implementation), a graduated scale of compensation amounts is applied, see table 5.9.

Table 5.9 Compensation for rerouting and cancellation with graduated scale

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

[143] The additional kilometres are determined according to the preferred rerouting route (see the *Corridor Book 2027*).

[144] This compensation is based on a fixed weighted corridor distance for freight transport; for other transport services, kilometres are determined in consultation with the titleholder.

Freight services	601 to 3,200 tons	€11.8110	€18.1707	€18.4522
Passenger services	321 to 600 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs
	121 to 160 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs
Market segment	**Weight**	**Compensation for cancellation**		
		Outside 30 days	**From 30 days**	**From 14 days**
Freight services	601 to 3,200 tons	€1,688.97	€2,598.43	€2,638.38
Passenger services	321 to 600 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs
	121 to 160 tons	Based on OOP costs	Based on OOP costs	Based on OOP costs

Note: All compensation amounts are per train kilometre; in the case of the cancellation of freight services, it concerns an amount per train.

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.

5.7 Performance scheme

ProRail applies a performance scheme to railway undertakings active in the freight and passenger transport market segments. The performance scheme encourages railway undertakings and ProRail to minimise disruptions and improve the performance of and on the main railway network. The added value of the performance scheme is such that it:[145]

- Leads to better punctuality and utilisation of railway capacity,
- Leads to the use of less onerous railway vehicles for the railway infrastructure, or
- Encourages the use of the Betuweroute for the transport of dangerous goods.

[145] Article 11i(2) Implementation Directive 2012/34/EU on establishing a single European railway area.

The elements of the performance scheme are defined in the Access Agreement (to the extent that performance can be measured).

Regulations for the passenger and freight transport market segments are described in the sections below. These regulations 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 infrastructure manager.

The performance is published on the Logistics Portal. ProRail also publishes the average performance level annually on the Logistics Portal, based on the most important parameters from the performance scheme.

5.7.1 Regulations for the passenger transport market segment

ProRail will in the Access Agreement with the railway undertaking providing passenger services agree on a regulation that concerns:
1. Railway vehicle defects
2. Delivered train paths

5.7.1.1 Railway vehicle defects

Objective
The 'railway vehicle defects' element 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 railway undertakings that affect the train service, per 100,000 train kilometres travelled by railway undertakings in a timetable year. A rolling stock defect with an impact on the train service is a cause recorded in the Monitoring-Approval system under Category D3 Rolling stock defect.

Principles
The railway undertaking strives in 2027 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 year (2024 – 2026).
- The norm value of the indicator of the passenger transport market segment. The norm value is determined by the average realised value of the indicator over the past 3 years (2024 – 2026).

Measuring and discussion regime
ProRail will publish on the Logistics Portal as soon as the 2026 monitoring data are verified, but no later than April 2027:
- The lowest value of the indicator per railway undertaking in the period 2024 – 2026.
- The norm value of the passenger transport market segment calculated on the basis of the average for the period 2024 – 2026.

ProRail will publish on the Logistics Portal after the end of the 2027 timetable year as soon as the 2027 monitoring data are verified, but no later than April 2028:
- The realised value of the indicator per railway undertaking in the year 2027.
- The average realised value of the passenger transport market segment in the year 2027.

If a railway undertaking has been active on a particular route for less than 3 years, the realisation figures used are determined in consultation prior to the timetable year. This will be stated with the publication.

5.7.1.2 Delivered train paths

Objective
The delivered train paths element 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
A percentage consisting of the number of train paths delivered compared to the train paths agreed with the railway undertaking in a timetable year.

EA train path is a capacity reservation for a train in the original plan. The original plan consists of the timetable delivered to Traffic Control plus the new trains requested and submitted by the railway undertaking, with the exception of the six-digit train numbers from intervention measures.

The indicator measures, for the trains of the railway undertaking with a passenger running characteristic in this original plan, what percentage of not or not fully realised train paths of the total number of planned train paths is caused by the railway undertaking itself or by another railway undertaking.

Principles
For each railway undertaking, ProRail strives to improve the value of this indicator in 2027 compared to 2026.

Measuring and discussion regime
ProRail will publish the value of the indicator per railway undertaking on the Logistics Portal after the end of the 2027 timetable as soon as the 2026 monitoring data are verified, but no later than April 2028. The average realised annual value (by market segment) is also published on the Logistics Portal.

5.7.2 Regulations for the passenger transport market segment

ProRail will with the rail freight carriers agree on a regulation that concerns:
1. Punctuality of freight trains
2. Customer nuisance as a result of infrastructure, ICT or third-party disruptions as well as Traffic Control understaffing

5.7.2.1 Punctuality of freight trains

Objective
This indicator serves to improve the punctuality of freight trains. Improved punctuality also contributes to better use of capacity on the railways. Arrival punctuality is a performance parameter for the Rail Freight Corridors. Punctuality in the Netherlands also contributes to Rail Freight Corridor arrival punctuality.

Indicator
- Punctuality is measured against the original plan with a maximum delay of 30 minutes and optionally against the current plan with a maximum delay of three minutes.
- Punctuality is measured on departure/arrival/exit/border-in punctuality on the main railway network managed by ProRail. 'Border' refers to the management boundary between ProRail and DB InfraGO and Infrabel respectively.
- The original plan is the plan that will be transferred to the Traffic Control systems in the DONNA transfer.
- The infrastructure manager provides monthly information on departure/arrival/exit/border-in/border-out punctuality on the main railway network managed by ProRail and provides the Rail-Freight-Corridor arrival punctuality.

Principles

- Punctuality is measured against the original plan with a maximum delay of 30 minutes and optionally against the current plan with a maximum delay of 3 minutes.
- Punctuality is measured on departure/arrival/exit/border-in punctuality on the main railway network managed by ProRail. 'Border' refers to the management boundary between ProRail and DB InfraGO and Infrabel respectively.
- The original plan is the plan that will be transferred to the Traffic Control systems in the DONNA transfer.
- A maximum of 5 turnaround cycles per railway undertaking per quarter, to be determined jointly in consultation. These may be either national or international turnaround cycles.
- The infrastructure manager provides monthly information on departure/arrival/exit/border-in/border-out punctuality on the main railway network managed by ProRail and provides the Rail-Freight-Corridor arrival punctuality.
- The railway undertaking is responsible for an analysis of performance and scope for improvement and makes improvements wherever this can reasonably have a direct operational and commercial impact.
- The standard is to achieve a positive trend in 2027.

Measuring and discussion regime

- According to standard process to achieve the objective: measurement, analyse causes of delay, define improvement measures, implementation, monitoring, intervention if necessary.
- Each month, the cause analysis, areas for improvement and measures to be taken/adopted in an account meeting.
- Once a year, ProRail publishes the average annual performance level of all railway undertakings on the Logistics Portal, based on the indicators set out in the performance scheme.

5.7.2.2 Customer nuisance as a result of infrastructure, ICT or third party disruptions as well as Traffic Control understaffing

Objective

The purpose of this indicator is to reduce the impact on the freight process of infrastructure, ICT or third party disruptions on the railways managed by ProRail as well as Traffic Control understaffing, thus contributing to better reliability and availability of the main railway network and better utilisation of capacity on the railways.

Indicator

- The affected freight trains and light locomotives are determined on the basis of an irregularity as a result of infrastructure, ICT or third party disruptions as well as Traffic Control understaffing of the infrastructure manager for which a report card with infrastructure restriction has been generated in the SpoorWeb system. This must be done by taking a 'snapshot' of then valid plan between the two timetable points where the irregularity occurs in SpoorWeb at the moment an irregularity starts. Affected trains concern freight trains and light locomotives that:
  - Are rescheduled on first departure or in transit;
  - Or have been rerouted via a different route or different border crossing;
  - Or have been cancelled.
- Output: a list of the number of affected freight trains per calamity per type of train (freight train, light locomotive) per intervention (rerouted, other border crossing, rescheduled on first departure or in transit, extra stop(s), cancelled) expressed in numbers, affected train number/date and in duration (minutes).

Table 5.10 Example table for displaying number of affected freight trains

	Light locomotive	Freight train

Train rescheduled on first departure		
Train rescheduled in transit		
Rerouted train		
Train via other border crossing		
Cancelled train		

Principles

- Irregularity: all report cards with an infrastructure restriction in the SpoorWeb system.
- Traffic Control understaffing: closing of workplaces at the Kijfhoek station.
- Freight train: train with running characteristic GO.
- Light locomotive: train with running characteristic LL.
- Rerouted train: train that has been (partially) rerouted to a different route (timetable points) due to an irregularity on its originally planned route.
- Train with a different border crossing: the freight train has been rerouted or given a different border crossing than originally planned.
- Train rescheduled on departure: the freight train has been allocated a different timetable (time slot) over the same complete route.
- Train rescheduled in transit: the freight train has been given an extra stop on the same route or a longer planned stop in the timetable.
- Train cancelled: the timetable has been withdrawn from the VOS system following intervention by the infrastructure manager or has been cancelled by the railway undertaking by means of the ICT services Submit capacity requests according to TAF/TAP TSI standard or the Order Portal (see Appendix 23, item 4.1).
- Infrastructure disruptions: disruptions in railway infrastructure, such as points, overhead lines and signals.
- ICT disruptions: these are disruptions at the Traffic Control systems (VOS and PRL).
- Third-party disruptions: disruptions or failures with an external cause affecting the operation of the railway infrastructure or traffic control processes, such as suicides, power failures, defective railway vehicles or collisions with a person.
- The infrastructure manager provides monthly information to the railway undertaking about customer nuisance on the main railway network managed by ProRail.
- The infrastructure manager is responsible for an analysis of the performance and scope for improvement and makes improvements wherever this can reasonably have a direct impact.
- The standard is to achieve a positive trend in 2027.

Measuring and discussion regime

- According to standard process to achieve the objective: measurement, analyse causes of delay and cancel train, define improvement measures, implementation, monitoring, intervention if necessary.
- Each month, the cause analysis, areas for improvement and measures to be taken/adopted in an account meeting.
- Once a year, ProRail publishes the average annual performance level of all railway undertakings on the Logistics Portal, based on the indicators set out in the performance scheme.

5.7.3 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 (see Appendix 4).
- 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 five 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 ten 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 ten 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 1.4.
- 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.

5.8 Changes to charge schemes

5.8.1 Charge scheme 2027

If ProRail wishes to alter (parts of) the charge schemes described in this Network Statement (with the exception of the charge for the basic access package and the extra charge), ProRail will submit the draft of the amended scheme to the titleholders for consultation. The changed scheme goes into effect at least 3 months after it has been announced in a supplement to the Network Statement.

ProRail shall revise the charges on the basis of indexation according to the consumer price index (CPI) as included in the Central Economic Plan of the CPB (Netherlands Bureau for Economic Policy Analysis) and according to the input price index GWW 4212b Rail Operations/Maintenance of the Netherlands Bureau for Statistics (CBS). The original price level of the charge is always taken as a starting point and is indexed on the basis of the realised inflation for the historical years (with said GWW index) and with the expected CPI for future years. The way in which these charges are indexed is described in detail in the allocation methods relating to these services. Such an alteration goes into effect at least one month after having been announced in a supplement to the Network Statement.

5.8.2 Expected changes to charge schemes

5.8.2.1 Multi-year charges

The charges for the basic access package as described in section 5.3 and for the additional and ancillary services as described in sections 5.4 and 5.5 are calculated for a period of four years (2026 – 2029). This means that the charges for these services will also apply for the 2027, 2028 and 2029 timetables. For the purpose of application in said years, the charges will be indexed to the price level of the timetable year concerned. The way in which these charges are indexed is described in detail in the allocation methods relating to these services.

ProRail is preparing a free choice of suppliers on its traction network, for railway undertakings that have trains with a validated meter. The start date is not yet known. See also the explanation in Appendix 24.

5.9 Invoicing

ProRail shall invoice the charges and levies per calendar month, after the end of the month in question, unless indicated otherwise. Payment for the ICT and information services insofar as not included in the charge for the basic access package takes place in the first quarter of the year. In the event of an interim provision or termination of an ICT or information service, invoicing for all changes occurring during the timetable year will take place in the fourth quarter of 2027.

ProRail may, in case of reasonable doubt regarding the solvency of a titleholder, at all times require a financial guarantee as referred to in Article 23.7 of the General Terms & Conditions. The financial guarantee consists of either an advance payment or a bank guarantee.[146]

ProRail can in case of loss handling demand security to the amount of the estimated loss amount.

5.10 Other services, charges and levies

5.10.1 HSL charge

The HSL charge for the use of the route sections Hoofddorp – Rotterdam West and Barendrecht – Belgian Grens must comply with the regulations of the HSL Charge Decree 2015.[147] The HSL charge is calculated per train kilometre over the distances between the following timetable points:

- Hoofddorp Midden – Rotterdam Hogesnelheidslijn Aansluiting (46.0 km)
- Rotterdam Lombardijen – Hogesnelheidslijn Breda Grens (48.6 km)
- Rotterdam Lombardijen – Zevenbergschenhoek Aansluiting (29.2 km)
- Breda Aansluiting – Hogesnelheidslijn Breda Grens (15.1 km)

The HSL charge is charged for train paths that are actually used, as well as for train paths that have been allocated to the railway undertaking on conclusion of the Access Agreement, but which have not been used by the railway undertaking.

Excluded are train paths that the railway undertaking was only able to use with a delay (or with a increase in delay) of more than 10 minutes in connection with infrastructural defects to the railway infrastructure belonging to the Hoofddorp - Rotterdam West and Barendrecht - Belgian border high-speed lines, or was not able to use as a result of the nonavailability of any part of the high-speed network or the connecting main railway network as referred to in Section 3(2)(a) HSL Charge Decree 2015. Also excluded are paths used by the titleholder for work to be carried out on or on the main railway network at the direction of the infrastructure manager or for the management of the main railway network, as referred to in Section 3(1)(c) HSL Charge Decree 2015.

The titleholder will from 1 February 2027 owe the HSL charge over the time period from 13 December 2026 until 31 December 2026, to be determined in consultation with the titleholders on the basis of a provisional settlement of a forecast or allocated number of train kilometres of the titleholders on the high-speed railway network during the 2027 calendar year.

The titleholder will from 1 February 2028 owe the HSL charge over the time period from 1 January 2027 until 12 December 2027, to be determined in consultation with the titleholders on the basis of a provisional settlement of a forecast or allocated number of train kilometres of the titleholders on the high-speed railway network during the 2027 calendar year.

Final settlement will follow when the HSL charge has definitively been set in accordance with the provisions of the Decree HSL Charge 2015. The Ministry of Infrastructure and the Environment is working on a new HSL Charge Decree.

146 As referred to in Implementing Regulation (EU) 2015/10.
147 Section 2 HSL Charge Decree 2015.

6 Operations

6.1 Introduction

The statutory rules for safe and unhindered use of the main railway network are laid down in European directives, the Railways Act, the Rail Traffic Decree, the Rail Traffic Regulations and associated regulations. This chapter describes operational conditions and processes to be followed in order to promote the efficient use of the main railway network and an efficient handling of communication between ProRail and operational railway personnel. The Operating Conditions as set out in section 6.2 are agreed in the Access Agreement.

6.2 Operational Conditions

6.2.1 Communication with Traffic Control

6.2.1.1 Language

ProRail uses Dutch as the working language as referred to in the *TSI Operations and Traffic Control*. In the event of an international disruption, as defined in Chapter 2 of the *Handbook for International Contingency Management* of RNE, the language as defined in this handbook applies (for further information see also section 6.3.3). Because traffic control on the Enschede - Enschede Grens section is done by DB InfraGo, the working language there is German, as described in the document '*Border line agreement Enschede - Gronau'.* This document is available on the Logistics Portal.

Train drivers of railway undertakings can be granted an exemption on cross-border route sections with regard to the language level that must be spoken. To obtain this exemption, the *Exemption procedure language level (B1) drivers on cross-border route sections* must be followed. This procedure lists the cross-border route sections for which the exemption can be granted. This procedure is available for consultation on the Logistics Portal.

6.2.1.2 Safety messages

The railway undertaking and the infrastructure manager will apply the rules set out in the *Regulations concerning communication procedures* applicable to safety messages when communicating safety messages between driver and dispatcher as referred to in the *TSI Operations and Traffic Control*. These regulations are available for consultation on the Logistics Portal.

The forms manual referred to in the *TSI Operations and Traffic Control* is, as far as the forms prepared by the infrastructure manager, such as the *European Instructions*, are available for consultation through the Logistics Portal under the title *Book of European and National Instructions*.

6.2.2 Procedure for operating infrastructural elements (including ERTMS user processes)[148]

All railway undertakings will ensure that the operation of infrastructural elements, the train and the communication with the movements inspector by the employees concerned is performed in a proper manner in all situations. These can be accessed via the Logistics Portal. Operating instructions (BVS) are available via the Rail Information Portal application of ProRail. The Rail Information Portal is the source system for information on train safety and train control (see Appendix 23, item 1.3).

[148] See Network Statement section 3.4.2 *Requirements with regard to operations and personnel.*

Railway undertakings will ensure that their employees are aware of and comply with the applicable ProRail operating instructions. These operating instructions are intended for both direct (railway undertakings) and indirect users that have been contracted by railway undertakings. They also include measures to ensure the security and confidentiality of the specific information exchanged when using certain elements of the infrastructure.

6.2.3 Departure procedure[149]

The railway undertaking shall ensure that the train is ready to depart in accordance with the timetable, unless the railway undertaking has indicated otherwise.[150] The railway undertaking will as soon as possible notify ProRail Traffic Control of foreseen delays and changes to the characteristics (length, tonnage, etc.) of a train, as a result of which the train can no longer use the allocated path.

The train driver will report to ProRail's movements inspector any circumstance that results in his train not (or no longer) being able to depart at the agreed time. If the train is unable to leave due to unforeseen circumstances, the railway undertaking will leave the train manned at the request of ProRail. If staffing by a railway undertaking cannot be achieved, the railway undertaking will make handling arrangements with the movements inspector.

6.2.4 Systematic running of freight trains[151]

To ensure the systematic running of freight trains:

- ProRail shall provide the railway undertaking with a current timetable no later than 5 minutes before the current departure time.
- The railway undertaking shall communicate via the My Trains application[152] in a timely manner when previously allocated infra capacity will not be used.
- The right to the allocated train path lapses 60 minutes before scheduled departure or border crossing (entering the Netherlands) if ProRail anticipates that a freight train will not use its train path.
- The railway undertaking shall communicate the current departure process of freight trains departing from timetable points from the Netherlands through the My Trains ICT service.[153]
- ProRail monitors cross-border freight trains entering the Netherlands; the status of these trains is made available to the railway undertaking through the Track Occupation Plan.[154] Monitoring means checking the performance of that departure process and collecting information. This allows targeted action to be taken at an early stage for optimal performance.
- Before scheduled departure, the railway undertaking shall provide the driver with a current timetable including transit times.
- The train driver strives for the timely passage of timetable points in accordance with the current timetable provided.
- ProRail strives for traffic flow according to the current timetable, also on the border route sections with DB InfraGO and Infrabel.

6.2.5 Provision of load data

No later than 5 minutes before the first departure of each train on the main railway network managed by ProRail, or 30 minutes before a train reaches the border of the main railway network managed by

149 The ways in which capacity can be requested are set out in section 4.2.3 *Submitting requests for train paths*. For information on the changing of train paths, see section 4.8 *Changes to allocated train paths* (and underlying sections), and for information on the changing of stabling and shunting capacity at rail yards, see section 7.3.5.3.6 *Process for submitting ad hoc requests*. For intervention measures, see section 6.3 *Intervention measures* Network Statement.

150 See section 4.2.3.3.2 of the *TSI Operations and Traffic Control* and page 54 of the *era Guide for the application of the TSI OPE (GUI/TSI OPE/2024)* dated 24/6/2024.

151 Ditto to footnote 139.

152 See Appendix 23, item 4.1.

153 See Appendix 23, item 4.1.

154 See Appendix 23, item 5.1.

ProRail, the railway undertaking shall provide ProRail with the (departure) composition of the train in TSI TAF format in the form of a Train Composition Message (TCM).

When transporting dangerous goods[155], the railway undertaking shall provide ProRail with information on the position, loading condition and nature of the load of RID wagons[156]. The position of the wagon is indicated by means of the track number and the position of the wagon in relation to other RID wagons on that track. The railway undertaking is responsible for the correctness, completeness and timeliness of this information. Timeliness in this context means that the railway undertaking shall record every movement of an RID vehicle and make the information about it available within a time window of 10 minutes before to 10 minutes after the movement.

ProRail makes the WLIS system[157] available for the provision of information as described above. ProRail is responsible for the provision of information to public emergency services. This is further detailed in the *Provision of load data manual VL-PRC331*, which can be consulted on the Logistics Portal.

6.2.6 Rust clearance

The corrosion of rails impacts upon the reliable operation of the train detection system. To prevent this from happening, ProRail designates trains for rust clearance. ProRail strives to avoid rust clearance with freight trains heavier than 3,000 tons and with freight trains carrying substance categories covered by the Basic Network Act or substances listed in RID table 1.10 (high hazard potential) wherever possible.

6.2.7 Emergency recovery and repairs to railway vehicles on the main railway network

Defects may be found during technical checks of a train. These defects may give rise to emergency recovery and repairs. This concerns recovery measures to prevent the ascertained train defects from causing unsafe situations. Emergency recovery and repairs to railway vehicles on the main railway network shall be carried out by a company complying with Section 3a, 22 and 36 Railways Act. All repair tracks offered and made available by ProRail can be found on the Logistics Portal. In addition, the tracks designated as repair tracks are included in Sporendatabase (see the Logistics Portal). Regular maintenance of and repairs to railway vehicles are carried out as much as possible in designated maintenance facilities. See section 7.3.6 *Maintenance services and facilities* for information on maintenance facilities known to ProRail.

6.2.7.1 Execution of work

If the actual recovery of railway vehicles is required, this shall be coordinated with the movements inspector in accordance with the *Procedure for emergency recovery of railway vehicles on the main railway network* (see the Logistics Portal). Hoisting operations shall be coordinated in advance with ProRail's Incident Response Department. RID wagons shall be reported to the Technical Transport Specialist (STT), +31 (0)88 – 231 90 40, using the *Report form for hoisting operations RID wagons* (see the Logistics Portal). Non-RID wagons shall be reported to the General Freight Leader, +31 (0)88 – 231 88 01, using the *Report form for hoisting operations* (see the Logistics Portal).

6.2.7.2 Responsibilities

Pursuant to Article 10.6 of the General Terms & Conditions (see Appendix 5), responsibility for a railway vehicle lies with the railway undertaking that originally deployed the railway vehicle until another railway undertaking has taken over this responsibility. Railway undertakings are always

155 See also sections 2.4.3 *Risk-related user restrictions* and 3.4.4 *Dangerous goods*.
156 Wagons with specific quality/structural requirements related to the transport of dangerous goods. See also Appendix 2 Glossary.
157 See Appendix 23, item 5.1.

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 vehicles in question are movable. During the performance of emergency recovery and repairs to railway vehicles, the calamity routes at rail yards shall remain free and unobstructed for the emergency services. In case of hoisting work, unobstructed access for emergency services or any mitigation measure is included in the assessment of the plan of action.

6.2.7.3 Hot work on the Zee - Zevenaar route section

For work constituting a fire hazard (also known as 'hot work') on the Zee - Zevenaar route section, the executing party must notify ProRail in advance using the *Hot work notification form* (see the Logistics Portal). The responsibility for safe execution lies (in accordance with the Working Conditions Act) with the contractor. Hot work within 15m of a wagon with characteristics for dangerous goods in accordance with VSG-RID substances with a 3, 4 or 5 classification158 is prohibited, unless supplementary measures have been taken. For Kijfhoek rail yard, in addition to the above, the Kijfhoek Incident Coordinator (+31 (0)88-231 33 90) shall also be notified of where hot work will take place.

6.2.8 Rail incident management[159]

In the event of disrupted train traffic, incidents or an emergency situation, and for the purpose of restoring safe and uninterrupted train traffic, ProRail and railway undertakings shall have agreements in place and be prepared to deal with the train incident[160]. The *Rail Incident Management Manual* (accessible via the Logistics Portal or via the ProRail website) shows how the rail sector is organised to handle train incidents.

For the purposes of safety investigations, ProRail and a railway undertaking may enter into agreements on the exchange of front camera images and object camera images. A railway undertaking may submit a request to ProRail for this purpose via accountmanagement@prorail.nl, in which case further agreements will be made between ProRail and the railway undertaking concerned.

6.2.8.1 Principles

The following general principles apply to the handling of train incidents.

1. The *Rail Incident Management Manual* describes twelve incident response processes (sub-aspects) and assigns them to one or more parties (ProRail and/or railway undertakings). The parties draw up a plan for the incident response processes assigned to them and make the necessary preparations. As an elaboration of the preparations, at least a process/sub-aspect leader shall be appointed and, if necessary, a support organisation set up.
2. There are twenty train incident scenarios for the purpose of alerting and handling strategies. The detailed train incident scenarios can be consulted via the Logistics Portal (*Matrix Train Incident Scenarios (TIS)*). The various calamity plans can also be found on the Logistics Portal.
3. ProRail and the railway undertaking have an operational, tactical and strategic on-call duty organisation that is up to date, trained and available 7x24 hours for the necessary consultations and execution of tasks:
   a. When handling train incidents (calamities).
   b. When implementing preventive and preparatory measures relating to train incidents (with a view to increasing the resilience of the rail sector, for example in the event of an increased threat of terrorism, extreme weather conditions or during major events).
4. ProRail and the railway undertaking shall provide all information necessary for the rapid and effective handling of the incident in the manner described in the *Rail Incident Management Manual* for the purposes of forming an opinion, making judgements and taking decisions.
5. At incident exercises organised by ProRail:
   - The railway undertaking shall make staff and equipment available by mutual agreement.

158 GEVI stands for hazard identification number. The hazard identification number is used when transporting dangerous goods by road or rail to give an indication of the substance and hazard.
159 See Network Statement section 3.4.2 *Requirements with regard to operations and personnel*.
160 Section 26 Rail Traffic Decree in relation to Article 4.2.3.7 TSI Operations and Traffic Control.

- The railway undertaking may, by mutual agreement, participate with its own training objectives.

6. The railway undertaking is responsible for providing ProRail with information that is important for effective assistance.[161] Which information is required and how it are provided is determined in consultation with ProRail and included in the Operational Calamity Agreements. These form an appendix to the Access Agreement. Such information will in any event include:
   - Data to prepare for a train incident response: the provision, free of charge, of technical rolling stock data and/or vehicle specific instructions. In particular, with a view to salvaging (a stranded train) or rerailing trains, and safe working in and around railway vehicles.
   - Contact particulars of alarm centres and on-call duty services.
   - Data required for the evaluation of a train incident.
7. In accordance with Article 14 of the General Terms & Conditions, the railway undertaking shall provide assistance following instructions by or on behalf of the Rail Duty Officer or the Incident Control Duty Officer of ProRail, by providing suitable equipment and/or auxiliary persons. In providing this instruction, the infrastructure manager shall after hearing the railway undertaking, take into account the necessary urgency of the assistance and the consequences thereof for the railway undertaking.
8. In accordance with Article 16 of the General Terms & Conditions, the railway undertaking shall follow instructions given by officials of the infrastructure managers as laid down in the Access Agreement, for the purposes referred to in Article 16.2.

6.2.8.2 Deployment of road-railway vehicles

The parties will in case of a disruption of train traffic do all that may reasonably be expected of them to resolve the disruption and limit the negative consequences thereof (Article 13 General Terms & Conditions). In addition to the existing options to make an open track, the infrastructure manager has four authorised road-railway vehicles available along the A2 corridor (Amsterdam - Eindhoven), which can be used to clear the way on this corridor (and, following a decision by the incident response duty officer of the infrastructure manager, also on adjacent route sections). This is done by towing or pushing a stranded train - possibly containing passengers - using the road-railway vehicle. The infrastructure manager has obtained the necessary permits, certificates and exemptions[162] for this road-railway vehicle and the operator for use on the main railway network from the ILT before the first deployment and that the validity of these is maintained. Because a road-railway vehicle, when towed or pushed, forms part of the train composition and operates under the railway undertaking's safety certificate and safety management system, ProRail shall, 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.

The railway undertaking and ProRail shall each ensure for their own part that:

i. the railway personnel involved in the use of the road-railway vehicle (driver and operator) is appropriately and sufficiently trained and instructed or supervised. Annual moments are organised in which ProRail and railway undertakings can practice together.
ii. the parties' safety management systems are adapted to the operation of the road-railway vehicle.

The following applies to the use of the road-railway vehicle:

a. Track entry and exit
Track entry and exit takes place at a level crossing or road-rail access point by the operator of the road-railway vehicle under the responsibility of ProRail. During track entry and exit, the adjacent track is at least blocked for other train traffic.

b. Travel on the main railway network
The road-railway vehicle is driven to the incident location by the road-railway vehicle operator under the responsibility of ProRail.

c. Coupling

[161] Section 26 Rail Traffic Decree in relation to Article 4.2.3.7 TSI Operations and Traffic Control.
[162] ILT decision dated 7 July 2022, ILT-2022/30919 and ILT decision dated 2 February 2023, B-6-22-0338.001.

The operator of the road-railway vehicle combines or couples the road-railway vehicle to the stranded train as instructed by the train driver or on-call duty service. The driver of the railway undertaking is ultimately responsible for checking that the train is properly combined or coupled to the road-railway vehicle.[163]

d. *Testing*
After the road-railway vehicle is coupled to the stranded train, the driver and/or the on-call duty service of the railway undertaking and the operator of the road-railway vehicle shall perform the braking test under the responsibility of the driver.

e. *Making working arrangements*
The operator instructs the driver on how to bring the combination to a standstill with an emergency stop. Next, a checklist is run through and signed by the operator of the road-railway vehicle and the driver of the railway undertaking. From the moment the combination starts to move (see f.), the combination moves under the safety certificate of the railway undertaking, with the driver of the combination being responsible for the combination.

f. *Salvaging and making open track*
After requesting a route from the movements inspector, the operator of the road-railway vehicle applies traction and brakes on command of the driver. The combination can be stopped at any time by either the driver or the operator of the road-railway vehicle.

g. *Uncoupling*
The railway undertaking's responsibility for the train set ends when the road-railway vehicle is uncoupled.

6.2.9 Use of locally controlled areas[164]

Immediately prior to carrying out shunting or train movements, the driver of a train shall contact the movements inspector by means of a logged voice connection to request permission and make arrangements for the exchange of safety information. The movements inspector may then issue user instructions to the driver. The driver shall observe such instructions. Prior permission from the movements inspector is also required to park railway vehicles on tracks in locally controlled areas. Requests can be submitted for permission to use tracks in a locally controlled area:

- If a single route, whose starting, end and any intervening points are identified by means of signal, track or points numbers. A single route is always run in one direction. As soon as a driver has completed a requested single route entirely within a locally controlled area, the driver shall report to the movements inspector that the requested use has ended.
- As a TimeSpaceSlot (TRS) for multiple consecutive movements, where the physical boundaries of the area within which those movements occur are indicated by signals and the time boundaries by desired start and end times.

The locally controlled areas and the defined TimeSpaceSlots are recorded in the *Overview of NCBG areas*. This overview can be accessed via the Logistics Portal. Regulations for the use of locally controlled route sections are available on the Logistics Portal.

6.2.10 Local particulars rail yards

The ProRail *Conduct guidelines at rail yards (RLN00300)*, which can be consulted on the Logistics Portal or the ProRail website) always apply to access by (personnel of) railway undertakings and their auxiliary persons to buildings and sites of ProRail. In addition to the RLN0030, as a tool for each rail yard, ProRail has drawn up an overview of the local particulars on the basis of local conditions and applicable environmental permits. These *local particulars* are bundled and available for consultation on the Logistics Portal.

163 ILT decision dated 23 December 2019, ILT-2019/60434.
164 See Network Statement sections 2.3.12 *Communication systems*, 2.3.13 *Safety systems* and 3.4.2. *Requirements with regard to operations and personnel*

6.3 Intervention measures

6.3.1 Principles of intervention measures

On the basis of the Rail Traffic Decree, ProRail is authorised to issue instructions to the driver or other persons participating in rail traffic in the event of disturbed operations, incidents or emergencies[165], including instructions within the framework of the European Instructions standardised at the European level.[166] For more information, see also the *Book of European and National Instructions* on the Logistics Portal.

In addition to instructions that ProRail is authorised to issue under the Rail Traffic Decree, there are also logistical adjustment measures that are coordinated with railway undertakings. The principle of these logistical adjustment measures is that as soon as it is found that there is a deviation from the plan, a measure is taken to minimise restriction on other rail users as a result. The measure should result in a return to systematic running as soon as possible. To this end, ProRail designs as many predefined measures as possible with railway undertakings. Examples are the TAD (train handling document) on ICDOC or VSM (obstruction measures) that can be provided by ProRail with a data delivery.

Cooperation railway undertakings and ProRail
The Operational Control Centre Rail (OCCR) is the railway industry's operational partnership. In the OCCR, railway undertakings and ProRail work together in a shared workspace on the handling (and anticipation) of disruptions, calamities and other exceptional situations in the logistical and infrastructural processes (including power and ICT systems). As regards handling, ProRail and the railway undertakings each retain their own statutory tasks and responsibilities in accordance with the Railways Act. The OCCR is open to all railway undertakings operating on the railway network managed by ProRail. Further information regarding the working methods within OCCR as well as the possibilities offered to make use of the OCCR facilities with the associated costs can be found on the ICDOC incidents and calamities website (see Appendix 23, item 8.3). This website also contains the contact details of the OCCR.

6.3.2 Measures in the event of disruptions to the scheduled timetable on the national network

In order to arrive at measures for disrupted situations, ProRail draws up:
- The *Assessment framework for blockages*, available on the Logistics Portal.
  Intended to define pre-determined blockage measures in the event of partial or full blockages.
- Guidelines for delays not resulting from infrastructure constraints. A guideline describes, at corridor level, which measures should be taken in which situations. The guidelines can be viewed on the OCCR's incidents and calamities website, ICDOC (see Appendix 23, item 8.3).

On the basis of the assessment framework and the guidelines in the event of delays, ProRail draws up:
- Adjusted timetables for situations with less available infrastructure. Examples are predefined blockage measures and thinning measures. Trains are turned, cancelled or rerouted. The use of alternative transport is also part of a blockage measure.
- Train Service Handling Documents (TreindienstAfhandelDocumenten) for trains delayed for other reasons. These are mainly pre-defined intervention decisions at train number level, waiting times for connections between (passenger) trains and last connections to be secured.

In addition to the above measures, ProRail also takes seasonal measures. These are predefined measures to be taken in the event of exceptional weather conditions that limit the normal use of the infrastructure. Here, ProRail looks together with railway undertakings at what timetable can be made

[165] Section 26 Rail Traffic Decree.
[166] Annex C2 to the *TSI Operations and Traffic Control* (2019/773) and Section 36 Rail Traffic Regulations.

in relation to the extent to which ProRail can keep the infrastructure available due to exceptional weather conditions. More information on seasonal measures can be found on the ICDOC incidents and calamities website of the OCCR (see Appendix 23, item 8.3).

6.3.3 Measures for major rail traffic disruptions with international impact

In case of international disruptions longer than three days with a major impact on international traffic, international contingency management applies. This is coordinated at the level of the rail freight corridors.

Rail freight corridors play a facilitating role, taking into account existing contingency management and communication processes. Together with the infrastructure managers concerned, the corridor organisations have drawn up and published rerouting overviews and operational intervention scenarios. These can be found the corridor documents, Book 4, Chapter 5 (see also section 1.7.1 and section 1.7.2 of this Network Statement). For further information on the national intervention measures in the event of international disruptions, see section 6.3.2.

Railway undertakings are informed of disruptions in accordance with the procedures for international interventions. They are responsible for communicating this information to their customers. 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 RailNetEurope website. The Customer Information Portal of RailnetEurope[167] also contains all the rerouting 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.

6.4 Systems for information on current train movements

The table below lists and briefly describes the ICT and information services that provide information on current train movements. The third column of this table provides a reference for a detailed explanation.

Within these ICT and information services, we distinguish between ICT and information services made available as part of the train path service (see section 5.3.1) and ICT and information services available as an ancillary service (see section 5.5). Costs may be associated with the ancillary ICT services.

Table 6.3 Systems for real-time information on train movements

Name	Function	For explanation see
As part of the train path service		
SpoorWeb	Communication in case of calamities.	Appendix 23 - 8.1 and 8.2

[167] See Appendix 23 item 1.4.

Name	Function	For explanation see
Provision of planning and performance information according to TSI TAF/TAP standard	Provision of planning and performance information on the basis of the TSI TAF/TAP messages.	Appendix 23 - 9.1
Spoorviewer	Real-time information on train movements.	Appendix 23 - 9.1
Real-time traffic information	The provision of real-time train movements in the form of a datastream.	Appendix 23 - 9.1
As ancillary ICT or information service		
MeekijkVOS	View functionality in the VOS traffic control system, making it possible to monitor the course of train services.	Appendix 23 - 9.2
Train Information System (TIS) [168]	Real-time information on movements of international passenger trains and national and international freight trains.	Appendix 23 - 9.3
Provision of planning and performance information according to NL standard	Provision of real-time traffic plan data, related changes to the train service and performance information.	Appendix 23 - 9.2
Provision of rolling stock and train position service (MTPS, Levering van Materieel- en Treinpositie Service)	The provision of real-time data on train positions on the basis of train detection systems.	Appendix 23 - 9.2
Punctuality map (Punctualiteitskaart)	The punctuality map provides real-time graphical information on the punctuality of passenger train services.	Appendix 23 - 9.2

For an overview of traffic control systems, see section 2.3.11 *Traffic control systems*.

[168] TIS is supplied by RailNetEurope.

7 Service facilities and charges

7.1 Introduction

A service facility concerns the installation, including site, building and equipment, which is fitted out in full or part in particular for the provision of one or more services. Services may also be provided at and/or in service facilities. This chapter describes the access to[169] and use of service facilities falling under the Category 2 service facilities[170], including the provision of services associated with these facilities and the charges.

7.2 Service facilities offered by third parties

The following (categories of) services and service facilities within service package 2 are not provided by ProRail:

- Freight terminals (see section 7.3.3)
- Maintenance services and facilities (see section 7.3.6)
- Other technical services and facilities (see section (7.3.7)
- Seaport and inland port services and facilities (see section 7.3.8)
- Emergency and ancillary services and facilities (see section 7.3.9)

Article 5 of Implementing Regulation 2017/2177/EU[171] requires operators of rail-related services and service facilities to publish their offer via the Network Statement of the infrastructure manager. They are expected to place the available information on their own website and to share the hyperlink with Prorail via netverklaring@prorail.nl, or provide the relevant information to the infrastructure manager for publication in the Network Statement.
ProRail then compiles a list of its known operators and a reference to their offer. This '*List of rail-related services and third-party service facilities*' is available on the ProRail website; reference is made thereto in the Network Statement, where appropriate.

For the description of services or service facilities, RailNetEurope, together with the regulatory bodies, has developed a uniform template, which can be found on the RailNetEurope website. The template contains the different characteristics of a service or service facility which – if applicable – must be explained.

7.3 Service facilities offered by ProRail

ProRail distinguishes the following services and service facilities within service package 2:

- Passenger stations (see section 7.3.2)
- Marshalling yards (see section 7.3.4)
- Stabling yards (see section 7.3.5)
- Other technical services and facilities (see section 7.3.7)
- Refuelling facilities (see section 7.3.10)

The above services and service facilities are explained below. The geographical location of these services and service facilities can also be consulted on the Rail Facilities Portal of RailNetEurope.

169 Including access via the railways.
170 Section 2 of Annex II to Directive 2012/34/EU.
171 Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services.

7.3.1 General provisions

User charge
The term 'user charge' is a collective term for the various charges paid by railway undertakings to ProRail in connection with the services they purchase from ProRail for the acquisition of capacity rights and access to and use of the railway infrastructure and facilities managed by ProRail, as well as the services to be provided in connection therewith. For further explanation, see sections 5.1 and 5.2. This chapter sets out the charges for the (access to) service facilities and services provided in those facilities (Category 2 services). The charges are part of the Access Agreement.

Charging principles and charging framework
For information on charging principles and the charging framework, see section 5.2 of the Network Statement.

Cost allocation and rate calculation Category 2 services
ProRail uses separate cost allocation methods to allocate the costs for the offered category 2 services of stabling and shunting, including the use of the facilities at yards and the use of refuelling facilities without delivery unit, the service transfer and the calculation of the charges for these services/service facilities.[172] These documents are available on the ProRail website. Other technical services and facilities provided by ProRail concern monitoring systems for railway vehicles (see section 7.3.7.1). These systems are not offered as a separate service; only any reports generated from them on request.

The services are settled on the basis of actual use or in accordance with scheduled use or agreed consumption, as indicated in section 5.2 *Charging principles*.

Charging principles
All services stated in this chapter that are offered by ProRail are governed by the General Terms & Conditions (see Appendix 5). If additional conditions are attached to the use of a service, this is stated for each service. The services and any additional terms and conditions will be laid down in the Access Agreement.

Charges
Sections 7.3.2 to 7.3.10 state the charges for the services provided by ProRail at a fixed rate. The rates are stated exclusive of VAT. For charges for services from other suppliers, reference is made to the supplier's website.[173]

The charges are based on price level 2026, unless stated otherwise. These charges will later be indexed to price level 2027. For a more detailed explanation, see section 5.8. The way in which these charges are indexed is described in detail in the allocation methods relating to these services. For the period from 13 December 2026 up to and including 31 December 2026, the charges in the Network Statement 2026 in force on 12 December 2026 apply.

Multi-year charges
The charges for the transfer and stabling services as described in sections 7.3.2 and 7.3.5 are calculated for a period of three years (2026 - 2029). This means that the charges for these services will also apply for the 2027, 2028 and 2029 timetables. For the purpose of application in said years, the charges will be indexed to the price level of the timetable year concerned. The way in which these charges are indexed is described in detail in the allocation methods relating to these services.

Invoicing
ProRail invoices the charges per calendar month after the end of the month concerned. For further information on invoicing, see section 5.9.

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172 *Method for allocating costs to the transfer service facility 2026 – 2029* dated 30 August 2024 and the *Method for allocating costs to the stabling and shunting service facility 2026 - 2029* dated 30 August 2024.

173 See also the '*List of rail-related services and third-party service facilities*' for suppliers known to ProRail.

Facilitating of service facilities
ProRail informs railway undertakings of the possibility to realise and use infrastructural facilities at rail yards and in transfer areas for their own account, on the basis of an agreement with ProRail and, if necessary, an environmental permit as referred to in Section 5.1(2)(f)(4°) Environment and Planning Act. ProRail has been authorised to grant such environmental permits.

If a railway undertaking for its operational processes requires land or a facility at a rail yard that is not offered by ProRail, such can be facilitated by ProRail under conditions. The conditions under which ProRail facilitates are agreed per specific request. You can submit your request via accountmanagement@prorail.nl.

ProRail does not offer connections for water and/or sewerage. ProRail may have a facilitating role in obtaining a connection for a railway undertaking. The connection of facilities to a utility shall be at the expense of the applicant. ProRail will only facilitate a connection to ProRail's network under certain conditions if it is demonstrably impossible to make an own connection. If, during the modification or replacement of a water or sewerage installation on a rail yard, it is found that there is a connection to a facility owned by a railway undertaking and this connection is owned by ProRail, the installation and the facility will be unbundled. ProRail will inform the railway undertaking of this in good time and, if so desired, play a facilitating role in the transition to its own connection to the water and sewerage network. In all situations the costs and management are borne by the railway undertaking. A water supply connection always concerns a connection to the process water supply network. Ownership of the connection to the ProRail network remains with ProRail.

7.3.2 Passenger stations

7.3.2.1 General information

ProRail distinguishes the following services and service facilities at stations:

1. Transfer facilities at stations
2. Travel information
3. Services regarding ticket sales at stations
4. Use of NS Stations service facilities

Accessibility Programme
The Accessibility Programme comprises measures required to improve the accessibility of rail transport for passengers with a physical disability. The measures focus on the accessibility of stations and railway vehicles. The standards are derived from existing regulations and documents such as the Structures (Living Environment) Decree, the Memorandum Basic Station 2005 and the *Persons with Reduced Mobility TSI* (PRM, Regulation 1300/2014/EU). In case of newbuild and redevelopment of stations, ProRail applies the standards and guidelines regarding accessibility and capacity of transfer spaces as stated in the Memorandum Basic Station 2005 and the *TSI Persons with reduced mobility (PRM)*.

Access control facilities
At several stations, access to platforms is regulated by railway undertakings through access control devices, consisting of gates for checking in and out. The website of NS provides an up-to-date list of the stations fitted with access control facilities by railway undertakings. Information is also provided on this website:

- On which stations/platforms and from which date the access control facilities are activated.
- The measures that have been taken by the railway undertaking to enable passengers and/or service personnel of other railway undertakings to pass the access control facilities.

ProRail will in the Access Agreement with the railway undertakings that wish to regulate the access to stations by means of access control facilities, conclude agreements on the provision of information and the measures that shall be taken to enable passengers and/or service personnel of other railway undertakings to pass the access control facilities.

Social safety and transfer safety
ProRail is responsible for transfer safety at station transfer facilities. ProRail also participates in actions aimed at controlling and improving social safety at stations. ProRail's contribution includes organisational activities and physical measures:

- Opening/closing of stations (use of security systems): the opening and closing of waiting rooms and (parts of) stations in periods that those stations are not used for train services, with the purpose of preventing vandalism.
- Camera-supported surveillance: with the purpose of raising the sense of safety of passengers and personnel working at the station, as well as having a preventive effect on target groups (vandals, loiterers, junkies, homeless persons), reducing the damage caused by vandalism and increasing the chance of apprehending offenders.
- Station surveillance: on the basis of security agreements and risk assessment, ProRail contributes to the provision of social safety at and around stations;
- Railway undertakings are responsible for the adequate deployment of staff at events. Together with railway undertakings, ProRail coordinates the necessary measures at announced events;
- Adjustments and measures: necessary adjustments and/or measures as a result of changed circumstances at stations (relocating cameras, adjusting lighting, adjustments for the purpose of walking flows, deployment of crowd control, etc.), as well as carrying out analyses / surveys / audits focused on social safety and transfer safety.

7.3.2.2 Station services

7.3.2.2.1 Transfer facilities at stations

Transfer facilities at stations		
1. General information		
1.1	Service	The transfer service facility at passenger stations falls under Category 2 of Annex II to Directive 2012/34/EU.
1.2	Provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		

Transfer facilities at stations		
2.1	Description	Access to and use of transfer facilities managed by ProRail and qualified as service facilities on and near the railway infrastructure and the services provided in these facilities. Transfer facilities are intended to enable the transfer of passengers both to and from trains and between trains, namely: • Tunnels leading to the platforms; • Walkways; • Escalators and stairs; • Ramps; • Lifts; • Pedestrian routes between the public road and platform for passengers who arrive or depart on foot, including the existing: • Signposting; • Camera images in connection with transfer safety at stations where a railway undertaking stops (within the framework of the GDPR).[174] • Lighting; • Clocks; • PA systems; • Waiting facilities; • Travel information facilities (frames, screens); • Service facilities (frames); • Location for ticket dispensing machines and check-in-check-out posts.[175] • Location for access control facilities (for gates);[176] • Location for information counter.[177] Detailed information about the transfer service facility and accompanying services is available on the joint website of NS Stations and ProRail. For information not yet available the website, send an email to contact@stations.nl. Platforms are not part of the transfer facility at stations service facility. For this, see section 5.3.2.
3. Description of the facility		
3.1	Locations	The joint website of NS Stations and ProRail specifies for each of the stations stated in Appendix 25, which services and service facilities are available per station and which are offered by ProRail.
3.1.1	Opening hours	30 minutes before the start of the timetable to 30 minutes after last train according to the timetable at the relevant station.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	The planned changes are included in Appendix 10 Infrastructure projects and studies.
4. User costs		

174 A separate GDPR data supply agreement shall be agreed for the acquisition of camera images;
175 Insofar as the location is owned by Railinfratrust B.V.
176 Insofar as the location is owned by Railinfratrust B.V.
177 Insofar as the location is owned by Railinfratrust B.V.

<table>
<tr><th colspan="3">Transfer facilities at stations</th></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>The charge for use of passenger stations per stop depends on five station classes and 3 train stop codes.
<table>
<tr><th rowspan="2">Station class</th><th colspan="3">Charge (per stop)</th></tr>
<tr><th colspan="3">Train stop code</th></tr>
<tr><th>A</th><th>B</th><th>C</th></tr>
<tr><td>Stop</td><td>€2.71</td><td>€7.07</td><td>€8.51</td></tr>
<tr><td>Basic</td><td>€3.70</td><td>€9.67</td><td>€11.64</td></tr>
<tr><td>Plus</td><td>€6.12</td><td>€16.00</td><td>€19.26</td></tr>
<tr><td>Mega</td><td>€7.82</td><td>€20.45</td><td>€24.61</td></tr>
<tr><td>Cathedral</td><td>€16.66</td><td>€43.53</td><td>€52.40</td></tr>
</table>
The volume of use, the number of stops, is determined on the basis of actual use.
The classification into 5 station categories (stop, basic, plus, mega, cathedral) is provided in Appendix 25 and is based on the estimated numbers of (dis)embarking and transferring passengers, with the threshold values <1000 / 10,000 / 25,000 / 75,000 / >75,000 (dis)embarking and transferring passengers per day.
Trains are assigned a train stop code using the train number. The assignment of the train stop code (A, B, or C) to a train is determined on the basis of the following rules:
• Train stop code A: train for passenger transport that during its route from start to end station according to the timetable (the journey under one train number) stops at all stations or fails to stop at no more than 15% of the stations.
• Train stop code B: train for passenger transport that during its route from start to end station according to the timetable (the journey under one train number) stops at a minimum of 50% of the stations or which forms part of a train series of which at least 90% is run in a composition with no more than 150 seats.
• Train stop code C: train for passenger transport, not subject to any conditions with regard to the percentage of stations at which no stop is made.
The number of stops is determined for the purpose of charging on the basis of the 'departure' and 'short stop' activities in the ProRail traffic control systems. This is done for each train with the characteristics of a passenger train. It is agreed in the Access Agreement which train stop code applies per train number series. The renumbering of train numbers (including lead figures) has no impact on the original train stop code.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>Exemption scheme Enschede – Enschede Grens
Use of the transfer facility at stations service facility for trains on the Enschede-Enschede Grens (direction Gronau) route section will, due to the absence of recording traffic control systems, be settled on planning basis. To compensate for any kilometres not run, 98.5% of the scheduled stops are invoiced.</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
<tr><td>5.1</td><td>Legal requirements</td><td>Users of the service are railway undertakings that have a valid Access Agreement.</td></tr>
<tr><td>5.2</td><td>Technical requirements made of railway vehicles</td><td>See Chapter 3 of the Network Statement.</td></tr>
<tr><td>5.3</td><td>Independent use</td><td>The railway undertaking can make independent use of the service facility.</td></tr>
<tr><td>5.4</td><td>IT systems</td><td>N/A</td></tr>
</table>

Transfer facilities at stations		
5.5	User conditions	Access to and use of this service facility relates to the walking routes between the public road and the platform vice versa for passengers boarding or changing trains of the railway undertaking at the station. This service facility also relates to the use of these walking routes by service personnel of the railway undertaking in connection with trains departing from, arriving at or stopping at the station. As regards access by their passengers to stations and platforms, railway undertakings are referred to the text on access control facilities in section 7.3.21 General information of the Network Statement. Also applicable are the user conditions stated on the website of NS Stations and ProRail.
6. Capacity request		
6.1	Access request	This service is agreed via the Access Agreement.
6.2	Handling time	A response will be given within 5 working days, including an explanation of the follow-up process.

Detailed information about the transfer service facility and accompanying services is available on the joint website of NS Stations and ProRail. For information not yet available the website, send an email to contact@stations.nl. Information about (the use of) the platforms service can be found in section 5.3.2.

7.3.2.2.2 Travel information
The travel information service is provided by NS Reizigers B.V. For further information on the travel information service, see the '*List of rail-related services and third-party service facilities*' on the ProRail website.

7.3.2.2.3 Services regarding ticket sales at passenger stations
Services regarding the sale of tickets are provided by railway undertakings.
For the use of a ticket sales location, see the '*List of rail-related services and third-party service facilities*' on the ProRail website or the joint NS Stations and ProRail website.

7.3.2.3 Service facilities at stations

For further information on the access to and use of the service facilities managed by NS Stations, see the '*List of rail-related services and third-party service facilities*' on the ProRail website or the joint NS Stations and ProRail website.

7.3.2.4 Charges for station services and service facilities

For information on charges relating to the transfer service facility, see item 4.1 of the table in section 7.3.2.1. The charge for the services and service facilities that are not offered by ProRail can be found on the website of NS Stations and ProRail.

7.3.2.5 Access conditions for stations

Railway undertakings have access to the transfer facilities of the station if the railway undertaking has a valid Access Agreement, complies with the provisions of Section 27 Railways Act and complies with legal market access provisions. These provisions are described in more detail in Appendix 7.

7.3.2.6 Capacity allocation at stations

The process for the allocation of capacity is described in section 4.5 *Capacity allocation process*.

7.3.3 Freight terminals

Freight terminals for multimodal cargo handling are connected to the railway network. Except for the freight terminals listed in section 7.3.5.2.3 and Appendix 20, which are available for the transfer of goods from a lorry to a train or vice versa, ProRail does not provide specialised transhipment facilities, such as (container) terminals, for freight transport. These are operated by specialised companies. An overview of providers of rail-related services and service facilities known to ProRail can be found in the '*List of rail-related services and third-party service facilities*' on the ProRail website.

7.3.4 Marshalling yards

The marshalling and stabling yards service facilities (section 7.3.4) are used for the stabling and/or shunting of rolling stock. In practice, stabling and shunting take place at the same rail yards. For this reason, the services and service facilities for stabling and/or shunting are stated in one section (section 7.3.5).

7.3.5 Stabling yards

7.3.5.1 General information

The tracks intended for stabling may be equipped with walkways managed by ProRail, lighting and facilities for the upkeep of railway vehicles. Stabling yards can also be used for shunting, where appropriate, using flat track infrastructure (rails, points, point controls).

Based on a site-specific risk analysis, ProRail screens off rail yards, including with fencing and access gates. The capacity allocation at marshalling and stabling yards is described in section 7.3.5.3. Information on access for road vehicles is available on request via gebruikswaardeinfo@prorail.nl. The environmental operating instructions and risk-related user restrictions can be found in sections 2.4.2 and 2.4.3.

Rail yard tracks

A rail yard includes[178]:
a. all tracks marked with a number;
b. the track sections of the switch complex; and
c. all tracks adjacent to the tracks referred to in items a and b, up to a maximum distance of 200m before the approach signal of the relevant yard, or up to the maximum distance before the approach signal as specified in the Network Statement.

Supplementary to item c, the maximum distance is specified at the following locations:

Rail yard	Maximum distance to the approach signal (in metres)
Alkmaar	340m
Amersfoort	340m
Den Haag Centraal/Binckhorst	340m
Den Haag Hollands Spoor	340m
Dordrecht	340m
Enkhuizen	275m
Hoorn	275m
Leiden	340m
Leidschendam	340m
Rotterdam Centraal	340m
Rotterdam Stadium	340m

[178] Section 39 Rail Traffic Regulations.

Watergraafsmeer Zuidzijde	400m

Shunting services
Shunting services are provided by specialised service providers. An overview of providers of rail-related services and service facilities known to ProRail can be found in the '*List of rail-related services and third-party service facilities*' on the ProRail website.

Information on the presence of facilities is available in the form of maps. These maps are available on the Logistics Portal.

7.3.5.2 Services and facilities at stabling yards

ProRail offers the stabling and shunting service. This service is detailed in the table below and provides information that applies to all stabling and rail yards. In addition to the information that applies to all stabling yards, this section also includes specific facilities found at individual stabling yards. For example, for the hump facility at Kijfhoek, a separate table is included with information relevant when using this service.

7.3.5.2.1 Stabling and shunting

Stabling and shunting		
1. General information		
1.1	Service	The transfer service facility at passenger stations falls under Category 2 of Annex II to Directive 2012/34/EU.
1.2	Provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description	This service comprises: • Use of tracks for the parking of railway vehicles between an arriving train path and a departing train path, where both train paths have a different train number.[179] • Use of tracks for shunting railway vehicles. • Use of infrastructure connecting service facilities. • Use of the WLIS application (see Appendix 23, item 5.1), necessary for the registration of position and loading of freight wagons at rail yards. • Use of the Spoorbezettingsplan application (see Appendix 23, item 5.1), necessary for insight into the use of rail yards. • Use of the ICT service Handling and Stabling Data and Information (BODI) by railway undertakings engaged in passenger transport (see Appendix 23, item 5.2), necessary for access into information on stabling yard utilisation up to 10 years into the future (the access is limited to the railway undertaking's own data). • Use of the LOA-online application (see Appendix 23, item 5.1), required for the submitting, handling and recording local orders for the purpose of shunting routes. • Use of the following facilities, if available, is included: hump facilities for the purpose of shunting (and possibly stabling) of wagons at the shunting and train formation station at Kijfhoek rail yard (for further information, see section 7.3.5.2.2 Kijfhoek shunting hump), freight terminals, depot power supply, train preheating, filler hydrants, service points, brake-testing cabinets, guidance for (dis)embarking facilities, service paths and roads.
3. Description of the facility		
3.1	Locations	Information about the available stabling yards and facilities is available in the form of maps. These maps are available on the Logistics Portal. The stabling and shunting service is also offered on the splitting tracks at the Kijfhoek rail yard and on platform tracks. The use of platform tracks for stabling is only permitted at times that there is no need for the (dis)embarking of passengers, and through traffic remains possible.

[179] This does not include turning trains that require a different train number due to system requirements.

Stabling and shunting		
3.1.1	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59. Changed opening hours apply to the tracks on the Kijfhoek rail yard that are equipped with shunting facilities. For this, see section 7.3.5.2.2 item 3.1.1. At these times, no hump control is available to operate the relevant tracks.
3.1.2	Technical characteristics	The facility consists of one or more tracks equipped for the parking of railway vehicles. The stabling yard also includes facilities for train personnel to reach and leave trains. For the technical characteristics of the Kijfhoek rail yard, see also section 7.3.5.2.2.
3.1.3	Planned changes	The planned changes are included in Appendix 10 Infrastructure projects and studies.
4. User costs		

<table>
<tr><th colspan="3">Stabling and shunting</th></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>The charge for reserving capacity for stabling and shunting is:

<table><tr><th>Charge per minute (per track)</th></tr><tr><td>€0.03579 + €0.0001713 x track length in metres</td></tr></table>
In rail yards where the charge for stabling is levied on the basis of the actual duration of the stabling[180], no charge is levied for stabling periods shorter than 30 minutes. This exemption serves to compensate for periods that are set up for so-called non-commercial stops. This concerns stops that are not requested by railway undertakings as part of their commercial or logistics process, but stops that are inserted by ProRail as part of its traffic handling activities.

The capacity of the entire effective length[181] of the track in metres is charged. 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 payable 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.

If the capacity is allocated to multiple titleholders (e.g., timesharing), the charge is divided equally over the relevant titleholders. Titleholders can jointly request ProRail to charge the costs (together 100%) according to a different ratio, e.g., by dividing the length. This only applies to timetable requests and late requests that concern all days of the timetable year. If partial use is discontinued by one of the titleholders involved during the timetable year, the remaining titleholder(s) involved shall be charged the full costs for the remaining period of the timetable year.

No settlement will take place if railway undertakings cannot use the track for which a capacity right has been acquired due to incidental works or calamities on or near the main railway network. If railway undertakings use other tracks in this case, no settlement of additional or less costs for these tracks will take place.

If replacement capacity is agreed in case of competing requests for stabling capacity and the maintenance roster during coordination of the timetabling process, the user right charge will be based on the original request.

The charge for use of facilities at stabling yards (see sections 7.3.5.2.3 to 7.3.5.2.10) is included in the charge for use of tracks for stabling and shunting. Use of the Kijfhoek shunting hump (see section 7.3.5.2.2) is subject to an additional charge per wagon. This charge per hump-shunted wagon is in addition to the charge for using the (splitting) tracks at Kijfhoek.

In case of a TimeSpaceSlot (TRS), one or more tracks are requested and used. For this, see ook section 6.2.9 *Use of locally controlled areas*. In the case of a TRS, the charge is levied for two tracks which form part thereof, for the entire duration (in minutes) of the TRS, irrespective of the total number of tracks which make up the TRS. ProRail has designated two tracks per TRS for this purpose. If a TRS consists of one track, the charge will be levied for only this one specific track. An exception is the TRS Hump top (Heuveltop) on Kijfhoek for which no charge applies. An overview of the tracks designated by ProRail, *TimeSpaceSlots (TRS) settlement tracks*, can be found on the Logistics Portal.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>Zero rate exemption scheme relating to management (see section 5.3 *Minimum access package and charges*):
A user charge of nil applies for the use of capacity for the performance of instructions by ProRail with regard to the management of the railways. A party requesting capacity on stabling tracks that wishes application of the zero-rate scheme for the Category 2 stabling and shunting service is required to state such in its capacity request.</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
</table>

180 This concerns the rail yards Botlek, Valburg, Europoort, IJsselmonde, Kijfhoek-Noord, Kijfhoek-Zuid, Maasvlakte, Maasvlakte-West, Maasvlakte West, Pernis and Waalhaven-Zuid.

181 See also section 2.3.8 *Train length*.

Stabling and shunting		
5.1	Legal requirements	Users of the service are railway undertakings that have a valid Access Agreement. The use of stabling tracks with certain categories of railway vehicles and/or loads may be subject to restrictions under environmental laws and regulations. The environmental permit provides the legal framework against which the capacity requests for the stabling and shunting service are tested. All current environmental permits (and environmental notifications) are available for consultation on the Logistics Portal. These permits contain all the provisions with which titleholders must comply. Stabling tracks in a centrally controlled area, fitted with GRS and JADE track circuit detection[182], are subject to rust clearance regulations. For further information, see section *6.2.6 Rust clearance*. Walkways may only be used by foot to gain access to, inspect, board and (dis)embark railway vehicles. The railway undertakings are responsible for the safe use of walkways. The use of platform tracks for the stabling of railway vehicles is only permitted at times that there is no need for the (dis)embarking of passengers, and through traffic is not affected.
5.2	Technical requirements made of railway vehicles	The service is limited to use by normal traffic, not being Exceptional Transport (see section 4.7 *Exceptional Transport*).
5.3	Independent use	The railway undertaking can independently use the assigned stabling tracks.
5.4	IT systems	N/A
5.5	Use of brake shoes and stop blocks	It is not permitted to use steel brake shoes to prevent a stabled railway vehicle from rolling away. An exception to this is the use of a steel brake shoe that is attached to the railway vehicle. In order to prevent a stabled railway vehicle from rolling away, use is made of the parking brake or handbrake present on the vehicle; alternatively, wooden or plastic stopping blocks may be used that do not pose a risk of derailment if they are run over. Exclusively within the context of the hump shunting process, the use of the appropriate brake shoe is permitted for slowing down and bringing railway vehicles to a standstill on the Kijfhoek shunting hump. The official name of this brake shoe is Kijfhoek splitting tracks brake shoe (see section 7.3.5.2.2 *Kijfhoek shunting hump*).
6. Capacity request		
6.1	Request for access to stabling yard	The process for requesting access to and allocation of stabling tracks and the associated facilities is described in section 7.3.5.3 *Capacity allocation at marshalling and stabling yards* of the Network Statement. Information on entering stabling yards (e.g. on opening access gates/doors) can be found in the *Conduct guidelines at rail yards (RLN00300)*, available for consultation on the Logistics Portal or on the ProRail website. It is possible to return capacity. For further information on this process, see section 7.3.5.3.7 *Cancellation of allocated capacity at rail yards*.
6.2	Handling time	See section 7.3.5.3 *Capacity allocation at marshalling and stabling yards* of the Network Statement.

7.3.5.2.2 Kijfhoek shunting hump

Kijfhoek shunting hump		
1. General information		
1.1	Service	The use of the shunting hump at Kijfhoek rail yard for hump shunting, shunting or stabling. The facility forms part of the stabling and shunting service.
1.2	Provider	ProRail
1.3	Term of validity	The facility is offered during the term of the Network Statement.
2. Function		

[182] See Appendix 2 for an explanation of these terms.

Kijfhoek shunting hump		
2.1	Description	The shunting hump at the Kijfhoek rail yard comprises tracks 231 and 232 (north side) to tracks 105-148 (south side), including the shunting facilities present thereon such as switches, rail brakes, the automatic brake mule system[183], the MSR-32 hump control system and the Kijfdis hump planning system.[184] See Appendix 11 for a schematic of the north side of the shunting hump. Particulars for the use of Kijfhoek shunting hump are described in the document *'Local particulars for carriers at Kijfhoek shunting hump*'. This document can be viewed on the Logistics Portal.
3. Description of the facility		
3.1	Locations	The shunting hump is located on the Kijfhoek rail yard. An overview map of Kijfhoek rail yard can be viewed on the Logistics Portal.
3.1.1	Opening hours	Regular opening hours: from Sunday 15:00 to Saturday 15:00 (six days a week). Public holidays are considered as Sundays. In order to use the hump at the times when the hump is closed, a written request must be submitted at the latest six weeks in advance via oss@prorail.nl.
3.1.2	Technical characteristics	The hump sorting process is carried out automatically by directing trains from the arrival tracks (tracks 203-216) to the shunting hump (tracks 231 and 232), with the wagons being sorted to the splitting tracks present (tracks 105-148) using gravity and the present system. The area where the rail brakes and hump points are located - the sorting fan between the top of the hump and the north side of the splitting tracks – is only accessible to specifically authorised locomotives. This is partly because of the risk of damage occurring when running through the rail brakes (to the locomotive and/or the infrastructure) and partly because of the fact that it is required to have specific on-board equipment for communication and influence by ProRail's MSR-32 hump control system in the railway vehicle. For the access requirements for these locomotives, see item 5.2 of the table. The splitting tracks are accessible on the north side only via the sorting fan; for the access requirements for the locomotives, see item 5.2 of this table. The tracks (tracks 105-148) can be used as splitting tracks for the hump shunting process and will in that case be fitted with brake shoes. There are brake mule systems on the splitting tracks, which means that specific procedures apply for access to the tracks, and that there are specific working conditions risks, even when the systems are not actively being used. Personnel working in the hump area must have knowledge of the hazards of the automatic hump shunting system and the related systems. More information on the technical characteristics can be found in the document '*Local details for carriers at Kijfhoek shunting hump*' via the Logistics Portal.
3.1.3	Planned changes	No changes to the Kijfhoek shunting hump are planned in 2027.
4. User costs		

183 The brake mule system automatically pushes hump-shunted wagons further onto the splitting tracks. In addition, the system pushes loose wagons against each other, creating a train.

184 The Kijfdis system provides the necessary link with the MSR hump control system, offers support in the management of connections schedules, administers wagons on the tracks and provides the interface to WLIS (see Appendix 23, item 5.1).

<table>
<tr><th colspan="3">Kijfhoek shunting hump</th></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>The charge for using the Kijfhoek shunting hump is:

<table><tr><th>Charge (per hump-shunted wagon)</th></tr><tr><td>€24.67</td></tr></table>
The charge will be levied per wagon, for each time a wagon uses the shunting hump.

Use of the shunting hump at the Kijfhoek rail yard is only possible in combination with the use of capacity of the splitting tracks at this rail yard, for which the charge for the stabling and shunting service is due as included in section 7.3.5.2.1 Stabling and shunting.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>N/A</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
<tr><td>5.1</td><td>Legal requirements</td><td>ProRail imposes conditions on the use of the shunting hump. The most important conditions are explained below.

All railway undertakings that use the shunting hump shall ensure that all activities on the shunting hump comply with ProRail's prescribed guidelines for legal, technical and safe operations. The conditions and the guidelines (set by ProRail) are laid down in the Access Agreement.

ProRail recognises four types of users:
1. Railway undertakings that hump shunt wagons under own management.
2. Railway undertakings that do not hump shunt wagons under own management, but make use of regulated third-party rail-related services.
3. Railway undertakings/operators that offer regulated rail-related services for the hump shunting of wagons.
4. Railway undertakings that use the railway infrastructure of the hump, without using the hump facilities.

Re 1. Railway undertakings that hump shunt wagons under own management provide the locomotives, means and processes necessary for hump shunting themselves.

Re 2. Railway undertakings that cannot hump shunt wagons under own management cannot provide the locomotives, means and processes necessary for hump shunting themselves and instead use the rail-related services of third parties. These railway undertakings are fully responsible to ProRail for all processes on the service facility that they perform and/or purchase, and there is no reservation in this respect for the regulated rail-related services provided by third parties. Responsibility for all processes shall be demonstrably guaranteed in the supply contracts with the providers of the services.

Re 3. Railway undertakings/operators offering rail-related services at the shunting hump shall obtain prior written permission from ProRail. ProRail may attach conditions to this permission with a view to the legal, technical and safe performance of this rail-related service.
Only services approved by ProRail may be offered. Part of the approval process is that the service provider must demonstrate that users of these services can comply with the guidelines and conditions set by ProRail for use of the service facility.

For service providers who, as part of their service, gain access to confidential data of the railway undertaking that uses it (such as when processing order data or when processing data in Kijfdis), the service provider shall ensure that this data is kept effectively confidential from the customer, for example by means of a Non-Disclosure Agreement.</td></tr>
</table>

Kijfhoek shunting hump		
5.1	Legal requirements	Re 4. Railway undertakings that use the railway infrastructure of the shunting hump, without using the hump facilities, do not require specifically authorised locomotives. With this type of use, the splitting tracks are only accessible via the south side of the track bundles. *Safety* For all types of users, ProRail can/may only grant access on the basis of a positive safety assessment of the integral hump shunting process and, for user types 1 and 3, a specific technical authorisation of hump locomotives. Users have a duty to provide the necessary input for a safety file and to participate in the joint safety assessment. Specifically for user types 2 and 3, the following applies with regard to safety assessment: • The recipient of the service (type 2) shall demonstrate that its integral process on the service facility, including the delivered regulated service, is sufficiently safe. • The service provider (type 3) must demonstrate to ProRail in advance that the service offered will be carried out safely, meets the conditions set by ProRail and requires an agreement from ProRail. These conditions are set out in the document '*Local particularities for carriers at Kijfhoek shunting hump*'. This document can be accessed via the Logistics Portal. In addition to the safety assessment in advance, the parties have a duty to monitor the integral safety of the service facility together with ProRail. To this end, ProRail organises a safety meeting that is mandatory for all mandated users of the hump. 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. For further information regarding safety at Kijfhoek, see the Logistics Portal. *Other* The Kijfhoek shunting hump is part van de stabling and shunting service (see sections 7.3.5 *Stabling yards* and 7.3.5.2.1 *Stabling and shunting*). The conditions that apply to the stabling and shunting service therefore also apply to the use of the Kijfhoek shunting hump. For user information regarding the Kijfhoek shunting hump, see Appendix 8, item 2.1.8.
5.2	Technical requirements made of railway vehicles	The service is limited to use by normal traffic, not being Exceptional Transport (see section 4.7 *Exceptional Transport, test trains and other special trains*). Hump shunting is possible on the shunting hump using the automated hump system, either under own management or with the support of a provider of regulated rail-related services. Using the Kijfhoek shunting hump is only possible with locomotives that are fitted with equipment for communication with and control by the MSR-32 system. For the specific access requirements that apply to hump locomotives, see the document '*Rolling stock access requirements Kijfhoek shunting hump*' on the Logistics Portal. For railway vehicles used for maintenance of the railway infrastructure and locomotives that run via the hump top in exceptional situations, specific admission is required for the entire area of the shunting hump, due to the risk of damage (to railway vehicles and/or the infrastructure) when passing installations in the splitting tracks and in the hump area. For the requirements for this type of railway vehicles, see also the document '*Rolling stock access requirements Kijfhoek shunting hump*' on the Logistics Portal.

Kijfhoek shunting hump		
5.3	Independent use	In normal operation, the hump shunting process is exclusively carried out using the MSR-32 automated hump control system. Under certain conditions, ProRail offers the possibility of a temporary emergency hump shunting process using manual operation of the hump locomotive. This procedure is only allowed under specific circumstances, for example in the event of an unforeseen and temporary disruption or breakdown of the connection between the shore and the on-board equipment in the hump locomotive. The '*Procedure for (temporary) hump shunting with manual locomotive operation*' can be viewed via the Logistics Portal. Restrictions apply for access to the splitting tracks via the hump side: 1. Parties not using the hump shunting process do not have access to the hump area. 2. Wagons and other vehicles passing through the hump area must have been assessed for suitability to pass through the hump area before admission. 3. Movements must be performed with locomotives that are authorised to run there. The splitting tracks can also be used for the stabling of wagons that are not involved in the hump shunting process. In that case, shunting is only possible from the south side. No specific restrictions apply with regard to vehicles for the stabling and shunting of wagons on the splitting tracks via the south side. When using the splitting tracks for stabling and shunting, no brake shoes may be present on the south side of the splitting track and wagons may not be placed beyond the stop mark indicated. 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. The splitting tracks have distinctive effective track lengths for use for hump shunting and for stabling and shunting. These effective track lengths can be found on the Logistics Portal. Departure of trains from the splitting tracks during normal hump operation is only possible via the south side. The exception is shunting movements of train sets from the splitting tracks (tracks 105-148) to the arrival tracks (tracks 203-216) for repeated hump shunting.
5.4	IT systems	To ensure safe and efficient use of the shunting hump, information on train composition, sequence dependency and individual wagons shall be provided in a timely and correct manner during execution. Titleholders shall use the Kijfdis system for this purpose.
5.5	Use of brake shoes and stop blocks	For the execution of the automated hump shunting process, in exception to the general rule, the use of a Kijfhoek splitting tracks brake shoe, specifically existing for the hump shunting process, is mandatory, in accordance with *User instructions GVS00109* (see the Logistics Portal). N.B. The use of this brake shoe is not permitted for wagons on splitting tracks that are not in use as sorting track for the hump shunting process, but only as a stabling track. See section 7.3.5.2.1 *Stabling and shunting* item 5.5 for information on the use of brake shoes and stop blocks when using the railway infrastructure of the Kijfhoek shunting hump for stabling and shunting without using the hump facilities.
6. Capacity request		

Kijfhoek shunting hump		
6.1	Request for access to Kijfhoek shunting hump	*Request, allocation and cancellation of shunting, stabling and hump tracks* The process for requesting and allocating shunting and stabling tracks and associated facilities is described in section 7.3.5.3 *Capacity allocation at marshalling and stabling yards* of the Network Statement. Capacity requests for the Kijfhoek rail yard and Kijfhoek shunting hump shall contain specific data. For this, see section 3.4.6 *Requirements with regard to information provision* and Appendix 8, item 3. Section 7.3.5.3.10 *Procedure for use of the Kijfhoek shunting hump* describes the procedure for requesting capacity for the use of the hump tracks. Section 7.3.5.2.2 *Kijfhoek shunting hump* item 5 User conditions distinguishes between four types of users. Where a party offers a regulated service for the purpose of hump shunting third-party wagons after the start of the 2027 timetabling process, these third parties have not been able to take this into account in their timetable request for the 2027 timetable. If capacity is needed for the use of this type of service or services during the timetable year, the capacity can be obtained in two ways: a. By means of an ad hoc request b. Using the capacity allocated to the offering party Capacity allocated in the timetable can also be utilised to make use of the service. It is possible to return capacity. Cancelling allocated capacity on the splitting tracks – regardless for hump shunting, stabling or shunting – can be done as described in section 7.3.5.3.10 *Procedure for use of the Kijfhoek shunting hump*. *Access to the stabling yard* Information on access to stabling yards (e.g. on opening access gates/doors) can be found in the *'Conduct guidelines at rail yards'* (*RLN00300*), which can be consulted via the Logistics Portal or via the ProRail website and - supplementary to this - in the *Local details Kijfhoek rail yard*, see the Logistics Portal.
6.2	Handling time	See section 7.3.5.3 *Capacity allocation at marshalling and stabling yards* of the Network Statement.

7.3.5.2.2.1 Services at the Kijfhoek shunting hump

No rail-related third-party services at the Kijfhoek shunting hump[185] have been reported to ProRail and, therefore, no rail-related services at the Kijfhoek shunting hump are included in the '*List of rail-related third-party services and service facilities*' on the ProRail website.

7.3.5.2.3 Freight terminals

Freight terminals		
1.General information		
1.1	Description	A public facility for the transhipment of goods from lorry to train, and vice versa. This does not refer to the transfer of liquids.
1.2	Locations	A national overview of freight terminal locations is given in Appendix 20.
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59. A number of locations have limited opening hours due to regulations under the environmental permit. These can be found in the environmental permit of the relevant location (see the Logistics Portal).

[185] For more information on the legal framework regarding this service facility, ProRail refers to the Rail-related services guide (2018) of the Consumer Market Authority (ACM), the informal opinion on the Kijfhoek backing service dated 9 December 2022 and the supplement to this informal opinion dated 9 May 2023. These documents can be found on the ACM website.

Freight terminals		
1.4	Technical characteristics	The facility comprises at least a paved site located directly alongside the railway line, with a connection to the public road suitable for standard road vehicles. The available effective length of the freight terminals varies by location (see the file '*Track and platform lengths*' on the Logistics Portal).[186] Further technical information on a specific location can be obtained from ProRail, for example via gebruikswaardeinfo@prorail.nl (see also section 2.3 *Infrastructure description*).
1.5	Information related to the user charge	The charge for use of the public freight terminals is included in the charge for the stabling and shunting service (see section 7.3.5.2.1 *Stabling and shunting* of the Network Statement).

7.3.5.2.4 Depot power supply

Depot power supply		
1.General information		
1.1	Description	Electricity connection for the power supply to non-traction electric train systems.
1.2	Locations	Information on the presence of depot power supply at specific stabling yards is available in the form of maps. These maps are available on the Logistics Portal.
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
1.4	Technical characteristics	A distinction is made between: - Depot power supply 230V - Depot power supply 400V
1.5	Information related to the user charge	The charge for using this service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.
1.6	User conditions	The depot power supply is only suitable for powering non-traction electric train systems. A non-traction electric train system must be able to withstand a shutdown and (automatic) re-start of the depot power supply. A maximum of one user/train may be connected to a connector (wall socket). Leakage currents from the electrical train systems to framework/earth of 15 mA and more can lead to switching off the depot power supply. The depot power supply must be used according to the '*Depot power supply manual*'. This manual can be found on the Logistics Portal.

7.3.5.2.5 Train preheating

Train preheating		
1.General information		
1.1	Description	Electricity connection for the climate control of railway vehicles and non-traction electric train systems.
1.2	Locations	Information on the presence of train preheating at specific stabling yards is available in the form of maps. These maps are available on the Logistics Portal.
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
1.4	Technical characteristics	Socket with 1500V DC from the overhead contact line: - fixed wall socket, 1500V DC - flexible socket, 1500V DC
1.5	Information related to the user charge	The charge for using this service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.

[186] Freight terminals are always located in locally controlled areas. The effective length of the track on a freight terminal is measured from shunting limit signal to shunting limit signal/buffer stop.

7.3.5.2.6 Filler hydrants

Filler hydrants		
1.General information		
1.1	Description	Water connections for the filling of the reservoirs of railway vehicles with process water.
1.2	Locations	Information on the presence of filler hydrants at specific stabling yards is available in the form of maps. These maps are available on the Logistics Portal.
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
1.4	Technical characteristics	Water connections along stabling tracks (not drinking water).
1.5	Information related to the user charge	The charge for using this service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.
1.6	User conditions	The filling hydrant shall be used in accordance with the *filler hydrant manual*. This manual can be found on the Logistics Portal.

7.3.5.2.7 Service points

Service points		
1.General information		
1.1	Description	Utilities to support the internal cleaning of railway vehicles.
1.2	Locations	Information on the presence of service points at specific stabling yards is available in the form of maps. These maps are available on the Logistics Portal.
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
1.4	Technical characteristics	Service points are cabinets to which one or more utilities are connected: • Cold process water (not drinking water; available everywhere). • Hot process water (not drinking water; not available everywhere). • Integrated filler hydrant (not drinking water). • Sink with sewerage connection • Wall socket, 230V AC • Wall socket, 400V AC
1.5	Information related to the user charge	The charge for using this service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.

7.3.5.2.8 Brake-testing cabinets

Brake-testing cabinets		
1.General information		
1.1	Description	Compressed air connections for the testing of vehicle brake systems.
1.2	Locations	Information on the presence of brake-testing cabinets at specific stabling yards is available in the form of maps. These maps are available on the Logistics Portal.
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
1.4	Technical characteristics	Delivery point for compressed air and air hoses, available in two types: • Remote control • Non-remote control
1.5	Information related to the user charge	The charge for using this service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.

7.3.5.2.9 Use of guidance for (dis)embarking facility

Use of guidance for (dis)embarking facility		
1.General information		
1.1	Description	Guidance for mobile boarding platforms for the (dis)embarking of train personnel.
1.2	Locations	Information on the presence of facilities is available in the form of maps. These maps are available on the Logistics Portal.

Use of guidance for (dis)embarking facility		
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
1.4	Technical characteristics	• Guidance via concealed gutter • Guidance via tube
1.5	Information related to the user charge	The charge for using this service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.

7.3.5.2.10 Service paths and roads

Service paths and roads		
1.General information		
1.1	Description	Paved paths and roads along service tracks for internal cleaning, filling/emptying of reservoirs, inspection and minor maintenance of railway vehicles.
1.2	Locations	Information on the presence of facilities is available in the form of maps. These maps are available on the Logistics Portal.
1.3	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
1.4	Technical characteristics	Types of paving: • Industrial concrete plates • Asphalt • Clinkers or street tiles • Porphyry Service paths are positioned predominantly at the top of the sleeper and the top of the rail.
1.5	Information related to the user charge	The charge for using this service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.

7.3.5.2.11 Faeces discharge

ProRail does not offer any specific facilities for faeces discharge trolleys. The use of ProRail's sewerage connections and electric charging points for faeces discharge trolleys is only permitted following specific agreement with ProRail. ProRail is the owner of two fixed faeces discharge systems for the emptying of closed toilet systems and the filling with rinsing water. These facilities are located in Groningen and Leeuwarden and are operated by Arriva. ProRail will not realise any additional fixed faeces discharge systems.

7.3.5.3 Capacity allocation at marshalling and stabling yards

Different rules apply to the allocation of capacity at marshalling and stabling yards than for the capacity allocation of train paths as set out in Chapter 4.[187] The rules regarding capacity allocation at marshalling and stabling yards are detailed below.

7.3.5.3.1 Principles

a. ProRail publishes the capacity available for stabling and/or shunting no later than 1 March in Sporendatabase, a catalogue containing information on the characteristics and functionality of the tracks that are part of the stabling and shunting service (facility) (see the Logistics Portal). All tracks that are part of the stabling and shunting service (facility) have an operational parameter. The operational parameters indicate the purpose for which the track was built and for which the track can best be used given the functionality of the track concerned and the assets in and along the track. Tracks can have two operational parameters where operational parameter 1 indicates the primary function and operational parameter 2 indicates the use for which the track is also suitable. For some tracks, ProRail has also included a preferred use in Sporendatabase. This preferred use concerns a deepening of the operational parameter and indicates the best way to

[187] Implementing Regulation 2017/2177/EU details obligations on access to rail-related services and service facilities (such as stabling yards and rail yards).

use the track - given the facilities present (e.g. tracks with a depot power supply have locomotive stabling as a preferred use). The information comes from the Infra-Atlas application.

b. ProRail takes the operational parameter and any operational preference of the track into account when handling access requests. The operational parameter and preferred use may be deviated from if it contributes to the search for viable alternatives in case of conflicting applications as referred to in section 7.3.5.3.5 *Process for submitting capacity requests for the timetabling process*. If the search for viable alternatives is unsuccessful and ProRail applies the priority criteria from this section, then use of the requested tracks in accordance with the operational parameters may play a role.[188]
c. Tracks are reserved in Sporendatabase for the stabling of railway vehicles and materials used for management and maintenance activities (see section 4.3). These tracks are referred to as Infravervoerders (infrastructure carriers).
d. ProRail reserves one service track at one of the Amsterdam Westhaven Reizigers, Lelystad, Hoofddorp, Zaanstraat or Watergraafsmeer rail yards for the purpose of open access by private passenger transport in the ad hoc phase. This track is designated as 'ad hoc access' in Sporendatabase. The conditions for using this track are listed in the document '*Capacity reservation for the purpose of private passenger transport in ad hoc phase*', which can be found on the Logistics Portal.
e. If the physical capacity on a rail yard is greater than the environmental capacity, the environmental capacity takes precedence and coordination takes place on this basis.
f. Temporary Capacity Restrictions as referred to in section 4.3 *Temporary Capacity Restrictions* may also affect the access and use of marshalling and stabling yards. Temporary Capacity Restrictions at marshalling and stabling yards will be determined on the basis of the procedures described in section 4.3, with railway undertakings themselves responsible for removing railway vehicles from designated tracks before the start of the Temporary Capacity Restriction, unless otherwise agreed (and recorded in Btd-planner).
g. For pattern-based Temporary Capacity Restrictions at rail yards, supplementary arrangements may be made to limit the impact on freight and passenger traffic (e.g. in terms of shunting, stabling, access to terminals or service and maintenance of railway vehicles). These are recorded in Btd-planner (see Appendix 23, item 6.1).
h. To prevent unused capacity at rail yards, capacity on one or more specific tracks can, in agreement between ProRail and the related titleholders, be allocated to multiple titleholders for shared use. In doing so, titleholders can cooperate whereby one of them is designated as being responsible for the daily logistical coordination.

7.3.5.3.2 Timetabling schedule and process at rail yards

Requests for access to shunting and stabling facilities for the timetabling process are made via a request form made available by ProRail on the Logistics Portal (*Request form for services and service facilities at rail yards*). This form can be sent to capaciteitsverdeling@prorail.nl. Requests for passenger transport and other transport other than freight transport can also be made via volume infrastructure entries (VII) in DONNA. The request must include at least access to a specific track for a specified period of time. The maximum duration is one timetable period. In this case, from 13 December 2026 to 11 December 2027.

For capacity allocation at rail yards, the schedule of the timetabling process for train paths is used. Applicants shall submit their request for shunting and stabling capacity by 14 April 2026 (see section 4.5.1 *Timetabling schedule and process*).

Activity	Date
Submission of timetable requests for rail yards	
a. DONNA file open for requests	To be determined via the Allocation Table in January 2026

[188] If priority criteria 1 and 2 from step 5 have not led to a solution, then priority criterion 3 states that use of the requested tracks in accordance with the operational parameters as recorded in Sporendatabase takes precedence over use that deviates from the operational parameters recorded in Sporendatabase.

b. Closing date for timetable requests for required capacity at rail yards	13/04/2026
c. Intake requests	14 to 24 April 2026
Coordination	
d. Start of coordination	14/04/2026
Consultation on draft timetable	
e. Draft timetable ready for consultation	06/07/2026
f. Closing date for consultation responses	07/08/2026
Determination of capacity allocation for the timetable:	
g. Determination of capacity allocation at rail yards for the timetable	24/08/2026

7.3.5.3.3 Schedule and process for late requests at rail yards
A special category of requests are the late requests. These are ad hoc requests for the 2027 timetable that are received after the closing date for the timetabling process (*14 April 2026*) up to and including 19 October 2026.

Late requests will be processed in order of receipt after 24 August 2026. These requests, including ad hoc requests submitted between 20 October and 5 November 2026, shall be handled and processed by ProRail by 11 November 2025. For ad hoc requests made after 5 November 2026, the regular response times as mentioned in section 7.3.5.3.4 below apply.

7.3.5.3.4 Schedule and process for ad hoc requests
The first day of requests for ad hoc capacity at marshalling and stabling yards is 20 October 2026 (the first day after closure of the late-request period).

1. Requests for access to a track for a specified period of time can be made up to five days before performance via:
   - A volume infrastructure entry (VII) in DONNA
   - An email message to capaciteitsverdeling@prorail.nl

   An ad hoc request will be processed within a maximum of five working days, unless coordination with a third party is required. In which case the processing time will be extended to a maximum of 20 working days.

2. In the period of five days before performance until the moment of performance via:
   - The LOA-Online system[189] (see section 5.3.1 and Appendix 23, item 5.1)
   - (Telephone) contact between the titleholder and traffic control.

   The request must be submitted at least 15 minutes before performance and will be answered by ProRail within 15 minutes. If requests are submitted shortly before performance, ProRail will make every effort to process the request on time, without being able to guarantee such.

7.3.5.3.5 Process for submitting capacity requests for the timetabling process
The process for submitting capacity requests for the timetabling process consists of the following steps:

Step 1: Assessment of access requests for stabling and shunting facilities
ProRail will assess whether the request is complete within five working days of receipt of the access request. If incomplete, the applicant will be given an opportunity to complete the request during the time limit specified in section 4.5.1 *Timetabling schedule and process* table 4.3 point c.

[189] LOA-Online cannot be used for requests of shunting/stabling capacity at Kijfhoek. This takes place via telephone contact between the titleholder and traffic control.

Step 2: Integration of all capacity requests
All capacity requests per relevant service facility are integrated by ProRail and measured against the capacity made available. In principle, requests are granted. In case of conflicting requests, the coordination procedure (step 3) is initiated.

Step 3: Coordination procedure
A coordination file is drawn up, containing:
- A description of the access conflict (competition).
- An overview of all applicants (to ensure full and non-discriminatory treatment, Whereby the comparability of the application and the service facility will be taken into account).
- Information on the rail yard and service facilities.

ProRail, in consultation with all applicants, will try to (integrally) reconcile the requests as best as possible for each relevant service facility. In doing so, ProRail examines whether pragmatic solutions that make maximum use of the available capacity can be found. Relevant information on load shifts between railway undertakings, demonstrably opportune new loads and significant changes in load volumes may be part of the coordination process.
- If the parties involved agree, the solution is recorded and allocated.
- If the parties involved do not agree, step 4 follows.

Step 4: Consideration of viable alternatives
If the coordination procedure (step 3) has not led to resolution of the conflict, ProRail and the applicants concerned will jointly seek an alternative service facility that can meet the needs of the applicants (hereinafter: viable alternative). The initiative for the consideration of viable alternatives lies with ProRail. The parties involved are, however, explicitly invited to submit alternatives.

To the extent possible, ProRail will at least take into account at least the following when making proposals for possible alternatives:
- The operational characteristics of the alternative service facility.
- The substitutability of the physical and technical characteristics of the alternative service facility.
- The clear impact on the attractiveness and competitive position of the rail transport service planned by the applicant.
- The estimated extra costs for the applicant.

It is up to the applicant to decide whether one of the viable alternatives proposed by ProRail is acceptable. In doing so, the three situations below can be distinguished:

1. The applicant agrees to a proposed alternative, ProRail allocates capacity in accordance with the proposal.
2. The applicant and ProRail do not agree on a feasible alternative. In this case, ProRail rejects the request, stating the alternatives that ProRail considers viable.
3. The consideration of viable alternatives has not yielded a result, ProRail proceeds to conflict resolution according to the priority criteria in step 5.

Step 5: Conflict resolution and priority criteria for allocation
Prioritisation takes place in numerical order.

General priority criteria
If there are no viable alternatives for the applicants, ProRail will allocate requests according to the priority criteria below. Prioritisation takes place in numerical order.
1. Stabling of railway vehicles that are operationally used in a scheduled transport service takes precedence over railway vehicles that are used for non-operational purposes (e.g. strategic reserves, new or defective railway vehicles, rolling stock scheduled for demolition, rolling stock for training purposes, etc.).
2. Train-related stabling and handling/shunting takes precedence over non-train related stabling and handling/shunting. To determine this, we look at the number of:
   - Trains requested for the timetabling process.

- Trains realised in the current timetable.

3. The use of the requested tracks in accordance with the operational parameters as included in Sporendatabase (see also section 7.3.5.3.1 *Principles* point a) takes priority over use that deviates from the operational parameters included in Sporendatabase. Applications for use in accordance with operational parameter 1 have priority over applications for use in accordance with operational parameter 2.[190]
4. 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).
5. Requests for short-term stabling take priority over requests for long-term stabling.
6. As regards freight carriers, the relationship between train length and track length is taken into account in the allocation. The longest tracks are allocated to the carrier using the longest trains in a scheduled transport service.
7. As regards freight carriers, the stabling tracks for locomotives are allocated in proportion to the expected use of these tracks.
8. For freight carriers, a contract (demonstrably having loads and/or terminal slots within the timetable period) takes precedence over no contract.
9. The allocation takes into account the optimisation of the shunting process and the minimisation of shunting movements.
10. In the context of optimal utilisation of capacity, the utilisation rate of the allocated capacity including reasons for this is looked at if data is available. A higher utilisation percentage has priority over a lower utilisation percentage

> *The priority criteria for the splitting tracks on Kijfhoek shunting hump are not applied as long as no rail-related services by third parties on the Kijfhoek shunting hump have been reported to ProRail as referred to in section 7.3.5.2.2 (Services at Kijfhoek shunting hump)*[191]

Priority criteria for splitting tracks at Kijfhoek shunting hump
The following priority criteria apply specifically to access to the splitting tracks at Kijfhoek:

1. Use of splitting tracks in combination with the use of the shunting hump takes precedence over other types of use of these tracks. To this end ProRail determines the necessary number of tracks for sorting with the use of the shunting hump. This number will be distributed among the requests made for the use of the sorting function of the shunting hump. If the necessary number of tracks for sorting exceeds the number of tracks available, capacity requests for trains with origin and/or destination Mainport Rotterdam-Rijnmond or the port-industrial complexes of Amsterdam-IJmond and Vlissingen-Sloe take precedence over capacity requests for trains with an origin and destination other than those mentioned above.

2. When using the splitting tracks for stabling and shunting without using the sorting function of the service facility, train-related stabling and shunting takes precedence over non-train-related stabling and shunting. In order to determine this, account is taken of:
   - Trains requested for the timetabling process.
   - Trains realised in the current timetable.

Step 6: Allocation to titleholders
A draft allocation for rail yards will take place on 6 July 2026. This is open for consultation until 7 August 2026. The final allocation will follow no later than 24 August 2026.

190 An exception applies to tracks 105 to 148 at Kijfhoek, which are equipped with hump facilities. As long as there is no sorting service available for third parties at Kijfhoek, no priority will be given to applicants who want to use these tracks for hump shunting as opposed to applicants who want to use these tracks for shunting without the hump (ACM letter dated 21 February 2022 ACM/UIT/572134 re Kijfhoek priority criteria).

191 ACM letter dated 21 February 2022 ACM/UIT/572134 re Kijfhoek priority criteria.

When allocating the available capacity for the Kijfhoek shunting hump, ProRail uses a minimum connections schedule requirement of four hours as the lower limit. The allocation of access to the Kijfhoek shunting hump is laid down in a basic plan. In the basic plan, ProRail specifies the scheduled use of the arrival, hump, splitting and departure tracks. The capacity of the splitting tracks is allocated to titleholders in accordance with the basic plan. Splitting tracks that turn out not to be needed for hump shunting during the timetabling process can, if there are requests, be allocated for stabling alone. In principle, splitting tracks are allocated by number based on the necessary length of use. The actual planning by track number can be adjusted at daily plan level, which makes it possible to adjust track use at short notice due to defects and/or maintenance of switches and gradient/brake mule systems.

7.3.5.3.6 Process for submitting ad hoc requests
Requests for stabling and shunting capacity in the ad hoc phase are subject to the first come first served principle. The moment of application, regardless of the request method, is leading. Requests that fit without conflict within the already allocated capacity can be allocated by ProRail. Requests that cannot be fitted within the already allocated capacity without conflict can only be accepted if holders of already allocated capacity allow changes so that a new request can be fitted in without conflict. ProRail plays a mediating role in this but has no ability to enforce necessary changes, to grant an ad hoc request. ProRail will communicate within the periods specified in section 7.3.5.3.4 *Schedule and process for ad hoc requests* whether a new request can be accommodated. Requesting TimeSpaceSlots on the Theemsweg/Merseyweg (Botlek) trunk line is subject to a separate procedure described in section 7.3.5.3.9 *Procedure Theemsweg/Merseyweg (Botlek) trunk line*.

7.3.5.3.7 Cancellation of allocated capacity at rail yards
As soon as the titleholder knows that the allocated capacity will not be used, it shall immediately inform ProRail so that the capacity that became available can be used by another party. This applies to both long-term allocated capacity (long-term stabling) and to capacity directly related to the train path (for example TimeSpaceSlots). For additional information regarding cancelling a capacity request for the Kijfhoek shunting hump see section 7.3.5.3.10 *Procedure for use of the Kijfhoek shunting hump*.

- Long-allocated capacity can be returned by sending a message to capaciteitsverdeling@prorail.nl, where the track number and the full period for which the capacity is returned should be named. Capacity can also be returned - for passenger transport and other transport other than freight transport - by deleting a volume-infra deployment (VII) in DONNA.

- Stabling and/or shunting capacity directly related to a train path can be returned in four ways:
  - With a TSI path cancellation message (see section 5.3.1 *Train path* and Appendix 23, item 4.1).
  - By deleting the train path and associated stabling and/or shunting capacity in DONNA (section 5.3.1 *Train path* and Appendix 23, item 4.1).
  - By sending a message to capaciteitsverdeling@prorail.nl.
  - The LOA-Online[192] system (see section 5.3.1 *Train path* and Appendix 23, item 5.1)

Changes will be processed by ProRail as soon as possible but no later than five working days.

7.3.5.3.8 Withdrawal of capacity at rail yards by ProRail
ProRail can withdraw the capacity right for capacity allocated at rail yards that for at least one month has been used for less than a quarter of the hours or a quarter of the total length of the allocated tracks at the rail yard. An exception to this is if only one track is allocated to a titleholder, then only a quarter of the hours apply. In the event of force majeure, the railway undertaking must report this to

[192] No use can be made of LOA-Online for requests of shunting/stabling capacity at Kijfhoek. This takes place via telephone contact between the titleholder and traffic control.

ProRail before the end of the calendar month. ProRail will then assess whether force majeure has occurred.

7.3.5.3.9 Procedure Theemsweg/Merseyweg (Botlek) trunk line
ProRail applies the *Norm times Botlek Theemsweg-Merseyweg* for both timetable requests and ad hoc requests for access to the TimeSpaceSlots (TRS) of Terminal 60, Terminal 70 and Terminal 80 (Theemsweg/Merseyweg trunk line). An overview of these norm times can be found on the Logistics Portal. As part of this procedure, the train's timetable is linked to the TimeSpaceSlot. When requesting access to these TimeSpaceSlots, the following information must be provided both during the capacity allocation process (timetabling process and ad hoc allocation) and during the order acceptance process:

- The train number of the arriving and/or departing train.
- The shuttle details.
- The departure time to/from the terminal (or the slot time).
- The terminal to be operated.

Requests for access to Terminal 60, Terminal 70 and/or Terminal 80 that deviate from the norm times must be substantiated and are assessed by ProRail.

7.3.5.3.10 Procedure for use of the Kijfhoek shunting hump
Within the current self-provision regime for use of the shunting hump, user types 1 and 3, as defined in section 7.3.5.2.2 *Kijfhoek shunting hump* under 5.1 Legal requirements, may apply for capacity to use the shunting hump by using the two tracks over the hump top (tracks 231 and 232). ProRail allocates access to the Kijfhoek shunting hump in the form of TimeSpaceSlots.

Submitting a hump request
Capacity requests for the Kijfhoek shunting hump can be made via the '*Request form for use of hump tracks in combination with Kijfhoek hump and shunting facilities*'. This form can be found on the Logistics Portal. If titleholders prefer to use an own format to request capacity, ProRail Capacity Allocation can process such. The request must include some specific data (see Appendix 8, item 3 *Capacity requests Kijfhoek rail yard*) and can be submitted via capaciteitsverdeling@prorail.nl. For submitting capacity requests during ad hoc allocation, see section 7.3.5.3.6 *Process for submitting ad hoc requests*. The specific procedure and rules for requesting access to the hump can be found in the document *Capacity allocation Kijfhoek shunting hump (hump top tracks 231 and 232)* on the Logistics Portal.

Priority criteria hump requests
In case of conflicting requests during the timetabling phase, ProRail follows the steps according to section 7.3.5.3.5 *Process for submitting timetable requests* for the allocation of capacity of the use of the hump top in the form of TimeSpaceSlots, applying the following specific priority criteria, applied in numerical order:

1. Hump movements of trains with wagons before a departure train take precedence over hump movements of trains with wagons staying at Kijfhoek for long periods.
2. Hump movements of trains with wagons for departure trains that have a departure time first are given priority, as long as the period between the hump movement and the time of departure meets the lower limit mentioned earlier.
3. Track utilisation optimisation is taken into account in the allocation when planning hump movements.
4. 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).

Changing or cancelling a hump request
Returning capacity for routes via the tracks over the hump top (tracks 231 and 232) can be done by sending a message to capaciteitsverdeling@prorail.nl. The change will then be processed by ProRail as soon as possible but at the latest within five working days. When requesting a change to a hump request, the railway undertaking must indicate whether this also results in a change to the coupled

TimeSpaceSlot (as combined infrastructure use). If a hump request is cancelled, ProRail will assume without notice that the associated combined infrastructure use is also cancelled.

7.3.5.3.11 Ancillary systems

The table below shows the ICT and information services intended for handling order requests for shunting movements, registering loading data and supporting activities at marshalling and stabling yards. The second column of this table gives a brief description of the functionality. The third column of this table contains a reference to the appendix for a detailed explanation.

These services are made available as part of the train path service (see section 5.3.1 *Train path*) and of the stabling and shunting service (see section 7.3.5.2.1 *Stabling and shunting*).

Name	Function	For explanation see
As part of the train path service and the stabling and shunting service		
LOA-Online	Submitting, handling and recording of local orders for shunting routes.	Appendix 23 - 5.1
Spoorbezettingsplan (Track Occupation Plan)	Information on the track occupation of the rail yards, as well as the planning for the next 16 hours.	Appendix 23 - 5.1
Kijfdis	Kijfdis is the planning and registration system for the shunting hump at Kijfhoek rail yard.	Appendix 23 - 5.1
Wagon Load Information System (WLIS, Wagenlading Informatie Systeem)	Registration of train composition data and the position and load of freight wagons at rail yards.	Appendix 23 - 5.1

For an overview of the support systems used for capacity allocation, see section 4.5.4.3 *Ancillary systems*.

7.3.6 Maintenance services and facilities[193]

A number of rail yards managed by ProRail are equipped with facilities for the maintenance and repair of railway vehicles. These facilities are managed by specialised overhaul and maintenance firms. Maintenance services are provided by specialised service providers. An overview of the providers of rail-related services and service facilities known to ProRail can be found on the ProRail website.

Further procedures for carrying out emergency recovery and (urgent) repairs are set out in section 6.2.7 *Emergency recovery and repairs to railway vehicles on the main railway network*. The tracks on which emergency recovery and (minor) repairs to railway vehicles must be carried out can be found on the Logistics Portal.

7.3.7 Other technical services and facilities

7.3.7.1 Monitoring railway vehicles

ProRail has with a view to realising unhindered use of the railway infrastructure installed monitoring systems at strategic locations. A distinction is made between two types of monitoring systems:

193 These are the facilities referred to in Annex II, category 2(e) of Directive 2012/34/EU. Special service facilities for major maintenance intended exclusively for high-speed trains or other types of rolling stock requiring specific facilities are excluded (and included in section 5.5.4 *Special maintenance services and facilities*).

- Hotbox detection measures the temperature of wheels and axle boxes of passing railway vehicles. If a threshold is exceeded, the driver is warned. The following threshold values apply to HotBox detection:
  - For an axle box 90°C (warm signal) and 110°C (hot signal).
  - For a wheel 290°C (warm signal) and 375°C (hot signal).
- WILD (Wheel Impact Load Detection, formerly Quo Vadis[194]) measures various forces exerted by wheels on the rail (see also section 3.4.1 *Railway vehicle acceptance requirements*). If a threshold is exceeded, the driver is warned. The following threshold values apply:
  - 550 kN peak force
  - 30 tons axle load (32.5 tons for the Zee-Zevenaar route section).
  - 2.33 ratio skew load.

If one of the above threshold values is exceeded, the driver shall follow the instructions of the movements inspector.

Hotbox detection and WILD are not safety systems, but risk-reducing systems to ensure safe train traffic. This means that a route section will not be decommissioned for rail traffic if such a system is no longer functioning. Responsibility for the soundness and safety of wheels and axle boxes and for not exceeding permitted axle loads and loading wagons correctly remains with the railway undertakings. These risk-reducing systems do not affect the division of liability between the infrastructure manager and the railway undertakings with regard to the soundness and correct use of rolling stock by the railway undertakings.

It is possible to generate reports from the above systems with measurement data of specific railway vehicles or trains upon request. This service is offered as an ancillary service (see section 5.5.2 *Provision of additional information* and Appendix 23 item 11.1). A summary of recorded high values is provided to all railway undertakings as standard.

7.3.7.2 Technical services and third-party facilities[195]

Other technical facilities are provided by specialised service providers and facilities. An overview of providers of rail-related services and service facilities known to ProRail can be found in the '*List of rail-related services and third-party service facilities*' on the ProRail website.

7.3.8 Seaport and inland port services and facilities

Rail-related sea and inland port facilities are available from specialised service providers. ProRail does not offer any related services and facilities. An overview of providers of rail-related services and service facilities known to ProRail can be found in the '*List of rail-related services and third-party service facilities*' on the ProRail website.

7.3.9 Emergency and ancillary services and facilities

ProRail has an Incident Response Department. Services and other information in the context of calamity response are described in section 5.3.1 on the *train path* service under point n and section 6.2.8 on *Rail Incident Management*.

ProRail does not provide any separate assistance and support facilities. An overview of providers of rail-related services and service facilities known to ProRail can be found in the '*List of rail-related services and third-party service facilities*' on the ProRail website.

194 Among other things, WILD measures weights and Hotbox detection temperatures. The Quo Vadis application currently only stores, processes and distributes measurement data from both other systems.

195 Including cleaning and washing facilities.

7.3.10 Refuelling facilities

7.3.10.1 General information

ProRail offers refuelling facilities at a number of locations for the delivery of diesel to locomotives. The locations of the refuelling facilities are shown in Appendix 21. The contractual conditions for use of the refuelling facilities are agreed upon in the Access Agreement for the refuelling facilities service.

7.3.10.2 Refuelling facilities

Refuelling facilities		
1. General information		
1.1	Service	Refuelling facilities are a facility under Category 2 of Annex II to Directive 2012/34/EU.
1.2	Provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description	The service concerns the access to and use of refuelling facilities. A refuelling facility is a facility for supplying[196] locomotives and railcars with fuel. (For supply of fuel, see table Supply of fuel under this table).
3. Description of the facility		
3.1	Locations	See Appendix 21.
3.1.1	Opening hours	Regular opening hours: Monday to Sunday from 00:00-23:59.
3.1.2	Technical characteristics	Refuelling facilities are available in three configurations, see Appendix 21 of the Network Statement: • Equipped (exclusively) for refuelling by means of the delivery unit that forms part of the refuelling facility. • Equipped for refuelling by means of the delivery unit that forms part of the refuelling facility, and for refuelling from a mobile tanker (mobile refuelling). • Equipped (exclusively) for refuelling from a mobile tanker (mobile refuelling). The refuelling facility with delivery unit offer a minimum of 2 delivery connections, one low flow rate connection with a nozzle and a high flow rate connection with a spill-free connector according to STANAG-3756 (1“) with an electric overfill safety.
3.1.3	Planned changes	The planned changes are included in Appendix 10 Infrastructure projects and study projects.
4. User costs		
4.1	Information related to the user charge	The charge for use of the refuelling facilities with delivery system is levied by ProRail on the operator of the refuelling facilities. The charge for use of the refuelling facilities without delivery system is included in the charge for the stabling and shunting service (see section 7.3.5.2.1 of the Network Statement).
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		

196 When this table refers to ‘fuel’, it means diesel and HVO.

Refuelling facilities		
5.1	Legal requirements	Users of the service are railway undertakings that have a valid Access Agreement. Use of the refuelling facilities takes place in accordance with the regulations in the environmental permit applicable to the refuelling of railway vehicles and any situation-specific regulations. • Use of the refuelling facilities in a manner other than for which it is designed according to Appendix 21 of the Network Statement (for refuelling by means of the delivery unit and/or from a mobile tanker) is not permitted. • In case of refuelling facilities that are equipped with a delivery unit, refuelling by means of the delivery system is exclusively possible on the basis of an agreement between the railway undertaking and the operator of the refuelling facilities. Based on an agreement with ProRail, the operator is obliged to offer the delivery of fuels via these facilities to all railway undertakings in a non-discriminatory manner. VIVENS can provide information on the various operators. The operator of the refuelling facilities can impose supplementary conditions with regard to use of the refuelling facilities, for example, with regard to preliminary notification and the time periods within which delivery can be made. • The conditions concerning soil protection are stated in section 2.4.2.4 *Soil protection* of the Network Statement.
5.2	Technical requirements made of railway vehicles	The railway vehicles have the right fill openings for taking in fuel.
5.3	Independent use	The refuelling facility can be used independently by the railway undertakings.
5.4	IT systems	N/A
5.5	Conditions for mobile refuelling (refuelling without the use of a refuelling plate)	1. The railway undertaking is permitted to refuel at locations other than those stated in Article 12 of the General Terms & Conditions (see also Appendix 21 for the locations) in the cases below. a. Self-propelled work trains, present and operational for the performance of work on the railways, which due to the nature of the work are unable to reach one of the sites designated by the infrastructure manager, as referred to in Article 12 of the General Terms & Conditions (see also Appendix 21 for the locations). b. Non-self-propelled equipment, present and operational for the performance of work on the railways, which are used at a construction site. c. If the refuelling facility where scheduled refuelling was to take place is defective or cannot be reached due to obstruction of the railway infrastructure. 2. Application of the exceptions is subject to the conditions below. a. The fuel tanks of the work trains and equipment shall be fully filled before commencement of work with work trains and equipment. b. The refuelling of equipment can take place either directly or indirectly in order to power a generator that provides the equipment with electricity. c. In case of refuelling at places other than those referred to in Article 12 of the General Terms & Conditions (see also Appendix 21 for the locations), a combination of facilities and soil protective measures as outlined in section 5.4.2 and Annex 1 of the Living Environment (Activities) Decree (Bal) and/or the relevant provisions for temporary stationary systems and delivery systems from the Hazardous Substances Publication Series 30[197] shall be applied. To make a report, it is necessary to use the BAT document[198] '*Soil protection, combinations of facilities and measures*' (BB-CVM[199]). Refuelling at a rail yard must comply with the rules laid down for that purpose and any situation-specific regulations.
6. Capacity request		
6.1	Access request	Use of the refuelling facilities is linked to the capacity allocation of the track along which the facility is located. The process for requesting access to and allocation of this track is described in section 7.3.5.3 *Capacity allocation at marshalling and stabling yards* of the Network Statement.

197 PGS 30: Guideline for safe filling, storage, dispensing of liquid fuels in and from aboveground tanks and removal of aboveground storage tanks.
198 Best Available Techniques for soil protection
199 Soil Protection, Combinations of Facilities and Measures

7.3.10.3 Supply of fuel

The fuel supply service is provided by VIVENS. For further information on the supply of fuel, see the '*List of rail-related services and third-party service facilities*' on the ProRail website.

Appendix 1 General overview map with network configuration (section 2.2.1)

Supplementary to the railways stated on the overview map shown on the previous page, the railways below are designated as part of the main railway network:[200]

- Velperbroek Aansluiting – Arnhem Goederenstation
- IJsselbrug Westzijde – Arnhem Goederenstation
- Nootdorp Aansluiting – Leidschendam Werkplaats
- Amersfoort – Leusden
- Amsterdam Singelgracht Aansluiting – Amsterdam Westhaven
- Amsterdam Sloterdijk – Amsterdam Westhaven
- Apeldoorn – Apeldoorn Zuid
- Lage Zwaluwe – Oosterhout
- Lage Zwaluwe – Moerdijk
- Sittard – Born

The trunk lines listed below form part of the main railway network.[201]

Location	Trunk line name
Haven van Rotterdam	Waalhaven
Haven van Rotterdam	Eemhaven
Haven van Rotterdam	Pernis
Haven van Rotterdam	Botlek
Haven van Rotterdam	Europoort
Haven van Rotterdam	Maasvlakte
Haven van Amsterdam	Westelijk Havengebied
Haven van Amsterdam	Hemhaven
Haven van Amsterdam	Houtrakpolder
Moerdijk	Industrieschap
Utrecht	Industrieterrein Lage Weide
Delfzijl	trunk line Havenschap
Dordrecht	Zeehaven
Dordrecht	Industrieterrein De Staart
Maastricht	Beatrixhaven
Roodeschool	Eemshaven
Vlissingen	Sloehaven
Zwijndrecht	Groote Lindt
Oosterhout	Industrieterrein Weststad
Roosendaal	Industrieterrein
Alphen aan den Rijn	Industrieterrein Rijnhaven
Born	Franciscushaven
Axel	Axelse Vlakte
Venlo	Tradeport
Almelo	Dollegoor
Almelo	Bedrijvenpark Twente
Oss	Elzenburg

The infrastructure data of trunk lines can also be found in the Register of Infrastructure (RINF).

200 Annex 1 and Annex 2 section a Railways Allocation Decree.
201 Annex 2 section b Railways Allocation Decree.

Appendix 2 Glossary

<table>
<tr><th>Term</th><th>Definition</th></tr>
<tr><td>Access Agreement</td><td>An Access Agreement is an agreement concluded between ProRail and a titleholder on the use of capacity, which at least contains provisions on:
a. The quality of the main railway infrastructure to be provided by ProRail.
b. The user charges.

Notes:
See Section 59 Railways Act.
See also: Capacity Agreement.</td></tr>
<tr><td>Ad-hoc request</td><td>Request for capacity for infrastructure for transport and management, as well as for the handling of disruptions in the form of changes to the capacity allocation for the annual timetable.

Notes:
These are supplements to the capacity allocation as laid down in the timetable.</td></tr>
<tr><td>Alternative transportation plan</td><td>The adjusted timetable and the use of replacement bus services due to temporary capacity restrictions.</td></tr>
<tr><td>Alternative timetable</td><td>The adjusted timetable during (one or more) temporary capacity restrictions.</td></tr>
<tr><td>Axle load</td><td>Axle load is the weight (in tons) per axle of a railway vehicle, incl. load.</td></tr>
<tr><td>Betuweroute</td><td>The Betuweroute concerns:
• The Maasvlakte – Kijfhoek – Zevenaar railway line including the connected marshalling yards.
• The Feijenoord and IJsselmonde marshalling yards and the tracks that connect those marshalling yards to the aforementioned railway line.
• The main private siding lines (secondary railways) connected to the aforementioned marshalling yards.
The boundaries of the tracks connected parts of the Betuweroute with the combined network are located at the points stated in the table below.
<table>
<tr><th>Location</th><th>line-ID</th><th colspan="2">in connection</th><th>point</th></tr>
<tr><td>IJsselmonde</td><td>EF
ps 135 - ps 911A
267e
266c</td><td>Brdv
Brdv
Rtz
Rtz</td><td>Rtst
Rtst
IJsm
IJsm</td><td>km 42.000
between ps 135 and the intersection with the line between ps 903 and ps 907B
signal 960
signal 962</td></tr>
<tr><td>Zwijndrecht</td><td>57
67
68
69</td><td>Zwd
Kfhz
Kfhz
Kfhz</td><td>Kfh
Zwd
Zwd
Zwd</td><td>km 33.700
signal 1380
signal 1382
signal 1384</td></tr>
<tr><td>Meteren</td><td>CC
DD
EE
FF</td><td>BRMet
Gdm
BRMet
Zbm</td><td>Gdm
BRMet
Zbm
BRMet</td><td>km 147.000
km 247.000
km 346.600
km 346.600</td></tr>
<tr><td>Elst</td><td>KK
HH
GG</td><td>CUP
CUP
Est</td><td>Nm
Est
CUP</td><td>km 290.000
km 190.000
km 190.000</td></tr>
<tr><td>Zevenaar</td><td>ZN
ZM
KL</td><td>BRValo
BRValo
Zv</td><td>Zv
Zv
BRValo</td><td>km 107.200
km 107.200
km 107.200</td></tr>
</table>
</td></tr>
</table>

Term	Definition
Capacity Agreement	A capacity agreement is an access agreement only laying down the capacity to which the titleholder has a right, without giving any right to access and use of the railway infrastructure. *Notes:* A capacity agreement can be concluded with a party that is authorised by law to conclude an Access Agreement (e.g. a province granting transport concessions, or a shipper), but which does not have an operating licence.
Capacity Allocation Document	The document in which ProRail informs a titleholder of the capacity allocated in the annual service. This document (usually a letter with attachments) can be found on the Logistics Portal on the individual partner page of the titleholder.
Capacity reservation	A reservation of capacity for train paths that cannot be planned during the annual service allocation. This capacity reservation is only processed in terms of content during the ad hoc allocation phase on the basis of the established prioritisation rules.
Centrally controlled area	A centrally controlled area is an area within the railway network in which the relationship between route control and track occupation, as well as the operation of individual infrastructural elements and route control can be monitored from a central location.
Clearance bar	A clearance bar, also known as a clearance mark or clearance beam, is a white stone bar located between the two tracks leading to or from a switch. It indicates the point up to which rail vehicles can be positioned without coming into contact with rail vehicles on the other track.
Connecting track	A connection track is a connection between the premises of a single company and the main railway infrastructure by means of a track and a switch.
Conventional Network	The conventional network (1500 V DC) comprises the railways managed by ProRail, with the exception of the HSL (25 kV AC) and the Betuweroute (25 kV AC).
Conversion works	New construction projects, construction of new infrastructure.
Cross-over	A cross-over is a facility to switch tracks on an open track by means of (at least two sets of) points. *Notes:* An example of a crossover is the Infrastructural Facility for Maintenance, which is treated as a train-path point in the scheduling process.
Dangerous goods	Dangerous goods are substances that by virtue of their properties can, even in small quantities, constitute a hazard for humans, animals or the environment, as referred to in the Carriage of Dangerous Goods Act.
Effective platform length	The maximum uninterrupted link for the platform along which a train must stop under normal circumstances for the boarding and alighting of passengers, taking an appropriate stop tolerance into account. Normal operations means the absence of interrupted operations (namely normal radiation, functioning signals, all systems function properly). .More information about the effective track and platform length can be found at the Logistics Portal.
Exceptional Transport	Exceptional transport is the transport of a consignment whose dimensions, weight or wagon type call for exceptional technical or operational measures. Transport regulations are a precondition for exceptional transport.
First- Come-First-Served-principle	If several parties request the same capacity, the party that submitted the request first will be allocated the capacity.
GeoPublicatie	The publication of geo-information. This information can then be used by other ICT systems, with an emphasis on geographical visualisation.
(To) Halt	Stopping a train at a halt or station.
Hump sorting	Hump sorting is a technique used at the Kijfhoek shunting hump to sort freight wagons according to their destination. Wagons are pushed/pressed over the shunting hill and then roll down to a splittinh track under the force of gravity.

Term	Definition
ICT- and information Services	Applications, simulation services, data flows, publications, reports, portals and other ICT systems or tools offered by ProRail or other providers of rail-related services and facilities to authorised parties. *Additional explanation:* These may actually be category 1 or 4 services within the meaning of Directive 2012/34/EU. If they are category 1 services, they are part of the minimum access package; if they are category 4 services, they are considered support services and a fee is charged. However, they may also be systems or applications that are relevant to beneficiaries but are not legally defined as services. No fee is charged for these systems and services.
Incidental Temporary Capacity Restrictions	Incidental temporary capacity restrictions (TCR) as referred to in Article 8 of Annex VII of Directive 2012/34/EU. This concerns a temporary infrastructure withdrawal for purposes such as major maintenance, renovation or new construction, third-party works or management activities such as system tests. *Synonym* Incidental withdrawal (IO)
Insufficient buffer	Lack of time/insufficient leeway to compensate for delays.
Kijfhoek push-on system	The push-on system at the Kijfhoek marshalling yard automatically pushes marshalled cars further onto the distribution tracks; this system is also referred to as a 'push-through system' in some technical documentation. In addition, the system pushes loose cars together to form a train.
Kijfhoek splitting tracks brake shoe	The Kijfhoek splitting tracks brake shoe is a brake shoe of the "Stangen – Hemmschuhe" type, the so-called "Swiss model", which is only used on the splitting tracks at Kijfhoek (see the "Instructions for use of the Kijfhoek splitting tracks brake shoe GVS00109" on the Logistics Portal). .
Kinematic loading gauge	Loading gauge for of rail vehicles increased by sway, roll and pitch movements.
Late request	Late requests are requests received after the closing date for the annual service allocation. These requests will be honoured in order of receipt if capacity is still available after the final capacity allocation for the annual service has taken place in August.
Linehaul	Direct connection for freight transport between two hubs or terminals.
Loading gauge rolling stock	The maximum permissible space occupied by a rail vehicle – including space occupied by rail vehicles in curves – which may not be exceeded at any time, unless an Exceptional Transport arrangement applies. This gauge has been determined using the kinematic method in accordance with NEN-EN15273-3 and for the applicable reference profile.
Locally controlled area	A locally controlled area is an area of the railway network, within which the operation of individual infrastructural elements and route control take place under the supervision of a traffic controller with minimum authority.
Low-traffic period	A low-traffic period refers to public holidays and the day between a public holiday and a weekend for both freight and passenger traffic. For passenger transport, this also includes school holidays.
Macro topology	The network configuration (macro topology) displays the railway infrastructure network at the level of train-path points (stations, stops, connections, bridges, etc.) and the open tracks. In this, the train-path points serve as nodes and the open tracks as branches. This system can be refined further by specifying the individual open tracks. Due to its enhanced level of detail, this specification can prevent conflict situations in some scheduling and capacity allocation processes. See also the definition of 'open track'.
Main siding line	A main siding line is a branch line that serves to connect multiple sidings in a port or industrial zone to the railway network.
Malfunction	A functionality of the railway infrastructure that is not working (properly).

Term	Definition
Marshalling yard	A marshalling yard is an area forming part of the railway infrastructure intended and equipped for the stopping, starting, terminating, passing, intersecting, stabling or shunting of trains, and which area is provided with at least one switch. Article 39 of the Railway Traffic Regulations defines a marshalling yard as follows: a marshalling yard includes:. a. All tracks designated by a number. b. The rail sections of the track lead. c. all tracks adjacent to the tracks referred to in sub a and b up to a maximum distance of 200 meters before the entrance signal of that yard or up to the maximum distance for the approach signal as indicated in the Network Statement (see section 7.3.5.1 *General information*).
Maximum speed of rolling stock	A value to be entered by the applicant indicating the maximum technical speed at which the requested train can travel, taking into account traction, rolling stock and load. In TSI TAF/TAP, this field is called TrainMaxSpeed and indicates the maximum possible speed of the rolling stock in kilometres per hour. This value is independent of the speed that is possible or permitted on the infrastructure.
Memor/Krokodil	An older train control system in use in France, Luxembourg and on two Belgian-Dutch border sections.
Modernisation works	Projects for major maintenance or renewal of existing infrastructure.
Monoculture	Monoculture occurs when rail vehicles with unquestionable detection quality run less than twice per hour at track level: VIRM/VIRMm, ICMm3/4, DDZ, E-loc with carriages. Combinations with other types of trainsets and freight trains generally do not provide sufficient guarantee that detection quality will be maintained in deteriorating conditions, such as during the leaf fall period.
Naiade	Naiade is the source system in which geographical and functional data relating to railway objects are managed.
Network configuration	The network configuration (macro topology) displays the railway infrastructure network at the level of train-path points (stations, stops, connections, bridges, etc.) and the open tracks. In this, the train-path points serve as nodes and the open tracks as branches.This system can be refined further by specifying the individual open tracks. Due to its enhanced level of detail, this specification can prevent conflict situations in some scheduling and capacity allocation processes.See also the definition of ‘open track’.
Node	A node is a train path point or a collection of (adjoining) train path points within which several logistics and planning processes of a train service are concentrated and handled. Three types of nodes can be distinguished: • Infrastructural node: process = scheduling, allocation and release of infrastructure. An infrastructural node point is also a node point where at least three open tracks converge. • Train node: process = scheduling and performance of vehicle movements and shunting. • Personnel node point: process = scheduling and control of personnel services.
Open track	An open track is an area that connects two train-path points or two primary process line areas. *Notes* An open track does not have any exits for running trains. There are no points controllable by the process manager. An open track consists of one or more open lines. There are two views of open track (see also ‘Macro topology’): • The PPLG view: here the primary process line areas are the nodes, and the open track, an interconnecting pipeline without exit option. • The train path point view: recognises more nodes than the PPLG view. Here, the train path points are the nodes, thus creating a more finely meshed network. *PPLG = Primary Process Control Area*
Out of service (caused by a temporary capacity restriction)	A decommissioned area (railway) is a temporary capacity restriction for the infrastructure intended for the purpose of carrying out work. The infrastructure in question is unavailable for train traffic during the decommissioning period.

Term	Definition
Path	A path is a movement that can be implemented as a slot. According to Directive 2012/34/EU, a train path is: the capacity required to run a train between two places during a specific period. *Synonym:* Train path
Patterned Temporary Capacity Restrictions	Capacity requested for the purpose of (regular) maintenance work as referred to in Article 53 of Directive 2012/34/EU. *Synonym* Weekly Temporary Capacity Restrictions and inspections.
Performance scheme	An agreement concerning the reciprocal performance of the infrastructure manager and the railway undertaking, which may include a charging system.
Physical track or platform length	The continuous length of a track or platform between the two defining outer boundary points (see RLN00446).
Platform track	Track alongside the platform. **Track** A rail or set of parallel rails upon which railway vehicles run or that are used for stabling purposes. **Platform** A raised area along the track at a station or stop intended for the boarding and alighting of passengers and/or the (un)loading of goods.
Planning standard	The planning standards and the DONNA Local Specifications together form the framework (or basis) for creating a logistics timetable. It is a set of technical possibilities and temporary or permanent usage restrictions that are used to construct a timetable within the capabilities of the available infrastructure, in order to achieve a safe and stable timetable. These planning standards and local particularities apply to all phases of capacity allocation. The planning standards are described in the document "*Standards for a safe and feasible timetable*". This document and the document "Donna Local Particularities" can be found on the Logistics Portal and, where possible, are integrated into the systems used to create a timetable. Examples of planning elements to which planning standards apply are: buffer shortage, driving, stopping, following, changing trains or turning around.
Pre Accepted Offer	Term originating from the TSI TAF/TAP, which means that when capacity is requested, an infrastructure manager first makes an offer (draft train path) which must then be approved by the titleholder.
Pre-Arranged Paths (PAP)	Pre-arranged train paths on international freight corridors (Rail Freight Corridors). For the purpose of international freight transport, European infrastructure managers jointly offer internationally harmonised train paths in advance. The Pre-Arranged Paths are published on the website of the corridor organisation for which they are intended.
Private passenger transport	Private passenger transport is the transport of passengers by train, other than public transport (see Railway Capacity Allocation Decree).
Product step	Requests from railway companies and authorities for logistical developments are translated by ProRail into so-called product steps. Some examples of product steps are: 1. Frequency increases 2. Running different/new rolling stock on routes 3. Running longer rolling stock 4. Running faster on routes
Programmation/ Programm	After receiving the annual requests, the programming and coordination phase for the annual allocation begins. Programming and coordination means that when there are conflicting capacity requests, ProRail resolves them and reaches agreement with the parties concerned. The result of the programming and coordination is recorded in a draft timetable that is presented to the parties entitled to consultation.
Public transport	Passenger transport open to all according to a timetable (by car, bus, train, underground, tram or a vehicle propelled by a guidance system). (See Passenger Transport Act 2000).
Rail freight corridor	A freight corridor is a series of EU-designated route sections located on the territory of multiple Member States designed to advance more efficient freight transport by rail.

Term	Definition
Rail Partners	Designation used within the GMS application for railway undertakings and other titleholders.
Railway undertaking	According to the Railways Act: a railway undertaking is an undertaking of which the (primary) activity concerns the provision of rail transport services for goods or passengers and which has the necessary traction to provide those services, as well as any other undertaking that makes use of or intends to make use of the railways and has access to traction.[202] *Synonym:* Carrier.
Recurring paths	ProRail defines recurring paths as paths that are requested at the same time on each traffic day (calendar day) for a minimum of eight weeks.
Red Measurement Area	The maximum additional clearance for loads outside the gauge. The Red Measurement Area is defined in Article 10(2)(a) of the Rail Traffic Decree and laid down in Appendix 12 to this Network Statement.
Reference profile	Reference profiles can be used to calculate the maximum dimensions (or maximum construction profile) of a vehicle. The reference profiles are internationally established (see the TSI-INF).
Refuelling system	A system for the storage of fuel, including facilities to provide railway vehicles with fuel in an environmentally sound manner. *Notes:* In accordance with the Environmental Permit / Environmental Permit (General Conditions) Act.
Regular timetable	The timetable that is developed at the level of recurring paths in a timetable period.
RNE	RailNetEurope is a collaborative group of infrastructure managers throughout Europe. International timetable requests are coordinated and harmonised within RNE. (www.rne.eu)
Rolling planning	Reserved capacity in bandwidths for a specific time window or in the form of system paths that can be requested subject to specific request deadlines.
Route	Connection between two places with regard to the vehicles or vessels that regularly make use of the connection.
Route section	A route section is a succession of connected train-path points and open tracks, starting and ending at a train-path point.
Service facility	The facility, including site, building and equipment, which is fitted out in full or part for the provision of one or more services as referred to in Directive 2012/34/EU, Annex II, points 2 to 4.
Shunting	Shunting is the performance of shunting operations. Rail Traffic Decree: Shunting: All traffic movements of trains (or railway vehicles) taking place at a marshalling yard. **Shunting operation** A shunting operation is a train movement without transport intent, subject to the restriction that such takes place within the boundaries of a marshalling yard or train node point without making any use of an open track.
Shunting track	A train path requested by a railway undertaking for shunting movements.
Siding	A siding connects a company's premises to the railway network by means of a branch line and a point switch.
Slot	A slot is a set of one or more infrastructure capacity units, connected in time and space, that provides space for a valid infrastructure use purpose of the railway infrastructure. *Synonym:* Time-space slot

[202] See also Section 1 Railways Act

Term	Definition
Splitting zone	The area on the Kijfhoek marshalling yard where the splitting tracks are located. Splitting tracks are the tracks where wagons that have been humped are rolled to so that they can be sorted. See the image in Appendix 11.
Stabling	Parking: leaving a train or rail vehicle stationary on a railway yard for longer than the time necessary for passengers to board or alight immediately, or for goods to be loaded or unloaded immediately.
Stabling track	A stabling track is a track intended for stabling (see section 7.3.5.2.1 *Stabling and shunting*) railway vehicles.
Standard freight path	The minimum operating level for standard freight transport. This is the transport of goods by train, whereby the train can use a standard path whose speed, length and acceleration characteristics are included in the Network Statement (Appendix 22 Standard freight paths). For the purpose of reserving capacity during the annual service allocation, the standard freight paths must be estimated in accordance with Article 13(3) of the Main Railway Infrastructure Capacity Allocation Decree.
Static loading gauge	Reference profile of rail vehicles in which not all movements of the vehicle are calculated, but a number of variables are set to fixed values. This simplifies the calculation of dimensions, but also makes it less accurate. *Synonym* Load profile
Station	A station is a building or structure that is designated by structure and layout in full or in part for the arrival and departure of railway vehicles to enable the boarding, alighting or transfer of passengers.
System path	A system path is a train path that is created on the basis of parameters and is intended for a specific type of train. There are system paths for standard freight transport, but also for private passenger transport or the Eurostar, for example.
Tafel van Verdeling	The Allocation Table is the operational consultation between applicants for capacity for the relevant annual service (next annual service) and capacity holders (current annual service). Parties with an Access Agreement or Capacity Agreement participate in the Allocation Table. At the Allocation Table, (logistics) experts from ProRail and railway companies discuss processes and operational issues related to the allocation of capacity on the railways. See also Consultation | ProRail.
Tafel van Vergroting	The Table of Enlargement is a coordination meeting about functional changes to the railway infrastructure and logistical bottlenecks. Plans for these changes are first consulted with stakeholders before being finalised into a definitive project. See also Consultation | ProRail.
Time-space slot	*Synonym: see slot*
Timetable	*As part of the capacity allocation process* The timetable contains data on all planned movements of trains and rail vehicles (see Article 1 of the Main Railway Infrastructure Capacity Allocation Decree). A timetable provides an overview of the planned rail transport product (recurring train paths) of all railway undertakings in terms of departure, transit, and arrival times of trains at timetable points. A timetable always has a specific period of validity. *Explanation:* The design of a timetable means that a plan is drawn up to regulate train traffic on the railway network for a fixed period. The associated processes and activities involved in drawing up the plan are not covered by the definition of a timetable. *In a general sense* The planning of the time and place of a transport service. Public transport timetable / Arrival and departure times table.
Titleholder	According to the Railways Act, a titleholder is a natural person or legal entity authorized to conclude an access agreement and a framework agreement with ProRail. For further clarification, see Article 57 of the Railways Act and section 3.2.1 *Requirements for applying for capacity* in the Network Statement.
Ton metre weight	The ton metre weight is the average weight (in tons) per linear metre of a train.
Track and route section geometry	Track and route section geometry is the location of tracks and route sections expressed in geometrical terms.

Term	Definition
Traffic day	One of the days in a week, being Monday, Tuesday, Wednesday, Thursday, Friday, Saturday or Sunday.
Traffic use	Traffic use is the use of the railway infrastructure for traffic purposes. This is contrary to the use of the infrastructure for management purposes. *Notes:* Traffic can be distinguished into running and stationary traffic. Management is the construction, maintenance and renewal of the infrastructure. In the railway sector: • Running use is the running of the train, (dis)embarking, (un)loading and shunting for the composition of trains. • Stationary use concerns the stabling and upkeep of railway vehicles: inspections, replenishment of consumables, internal and external cleaning for hygiene purposes, minor repairs.
Train characteristics	Train characteristics are the specific features of a train, such as the type of traction, weight, length, type of rolling stock and number of units. This data is necessary for the design of the timetable.
Train path	*Synonym:* see path
Traffic control	The ProRail business unit consisting of Traffic Control, Train Dispatching and Incident Management. **Traffic Control** Organisation of people and systems, focused on: • Allocating and distributing capacity in the operational phase. • Providing information about this allocation. • Evaluating the handling of disruptions. • (Re)distributing capacity during the adjustment phase at network level (timetable and infrastructure withdrawals). • Acting as a point of contact and helpdesk for railway undertakings and asset management during the adjustment phase at network level. **Train control** Organisation of people and systems, focused on: • Ensuring railway safety. • Releasing infrastructure capacity to railway undertakings. • In the event of a discrepancy between requested and available train paths, re-establishing the train path process plan and providing information about this. • Taking the appropriate measures in the event of an emergency and then reporting the emergency. **Incident Management** Organisation of people and systems, focused on: • Preventing, evaluating and handling emergencies on or around the railway.
Train slot	A train slot is a successive set of one or more infrastructural capacity units, which facilitate valid use of the railway infrastructure.
Transport	The use of capacity for the actual transport of passengers or freight.

Term	Definition
User charge	The term 'user charge' is a collective term for the various charges paid by railway undertakings to ProRail in connection with the services they purchase from ProRail for the acquisition of capacity rights and access to and use of the railway infrastructure and facilities managed by ProRail, as well as the services to be provided in connection therewith. A user charge consists of the following elements: 1. The charge for the basic access package (Category 1 services)[203], possibly supplemented by a charge as referred to in Sections 62(2) and 6(a)[204] and (b)[205] Railways Act. 2. The charge for Category 2, 3 and 4 services (insofar as they are offered by ProRail)).[206] 3. Levies, discounts, addition or deduction as referred to in Section 62(6)(c), (d)[207], (e), (f) and (g) Railways Act.
User restriction	A user restriction is a deviation from the normal utility value of the rail infrastructure. User restrictions may arise from limitations of/on the infrastructure, but also from environmental or safety requirements, for example: • temporary speed restrictions (TSR) • access norms and transport regulations • track exclusion • point switch exclusion • load restrictions • current take-up restrictions • environmental permit restriction • transport restrictions • noise restrictions
Video viewing train	A special train equipped with video equipment and lasers that is used to inspect the switch geometry.

Abbreviation	Meaning
ACM	Consumer & Market Authority
API	An API, or Application Programming Interface, is a set of rules and specifications that enables different software applications to communicate with each other and exchange data.
ATC	Automatic Train Control
ATC-e	Automatic Train Control-basic
ATC-EG	Automatic Train Control first generation
ATC-NG	Automatic Train Control new generation
ATC-Vv	Automatic Train Control improved version
AUP	Alternative Hour Pattern
AVV/GCU	Allgemeine Vertrag für die Verwendung von Güterwagen/General Contract of Use for Wagons
Bal	Besluit activiteiten leefomgeving (Living Environment Activities Decree)
Bbl	Besluit bouwwerken leefomgeving (Living Environment Constructions Decree)
BB-CVM	Soil Protection, Combinations of Facilities and Measures, see the site of Rijkswaterstaat
BBT	Best Available Techniques for soil protection, see the site of Rijkswaterstaat

203 See Annex II, point 1 to the Directive.
204 See Railway Capacity Allocation Decree.
205 See Implementing Regulation 2015/429 setting out the modalities to be followed for the application of the charging for the cost of noise effects.
206 See Annex II, points 2, 3 and 4 to the Directive. Category 2 services concern the (access to) service facilities and to the services provided in those facilities, Category 3 services concern supplementary services, category 4 services concern ancillary services.
207 See HSL Levy Decree.

Abbreviation	Meaning
B2B-account	In order to guarantee secure cooperation in the field of cybersecurity, ProRail has opted to use multi-factor authentication based on a Microsoft account (known as Microsoft Entra IDs) for access to the ICT and information services offered by ProRail. The term used by ProRail for this is “access based on a business-to-business account” (abbreviated to B2B account).
BLEVE(-free)	Boiling Liquid Expanding Vapor Explosion, name of a type of explosion that can occur when, for example, a propane or LPG tank collapses. This designation is used in relation to trains carrying dangerous goods. When composing these trains, a certain combination of dangerous goods must be avoided so that there is no risk of explosion if the carriages are damaged.
BP	Out-of-gauge loads (Buiten Profiel)
BTD	Railway is termporary out of service (Buitendienststelling)
BV	Exceptional transport (Buitengewoon Vervoer)
BUTA	Urgent capacity request (Buitentermijnaanvraag)
CCA	Centrally controlled area (CBG = Centraal bediend gebied)
CCS (TSI)	Command Control Signalling, European regulations for control and signalling subsystems. See Commission Regulation (EU) 2016/919.
CER	Community of European Railway and Infrastructure Companies
CIEBR	Coöperatieve Inkoopvereniging Elektriciteit Betuweroute U.A.
CIS	Charging Information System, an RNE system for information about charges.
CIT	International Rail Transport Committee
CUI UR	Uniform Rules concerning the Control of Use of Infrastructure in International Rail traffic.
DAS	Driver Advisory System (driving advice system for drivers).
ECM	Entity in charge of maintenance. The Entity in charge of maintenance is responsible for ensuring that the vehicles it is responsible for maintaining are in a safe condition. See the website of the ILT.
ECMT	RailNetEurope's European Capacity Management Tool (ECMT) provides a centralised overview of the capacity supply and capacity models for railway lines and routes. For more information, see section 4.2.2 of Appendix 23.
EOV	(Costs for) Operation, Maintenance and Renewal.
ERTMS	European Rail Traffic Management System. ERTMS is the European standardised safety system for train traffic. *Notes:* See also ETCS and GSM-R ERTMS comprises 3 levels 1. Point-to-point train safety system with fixed blocks, and conventional train detection. This is practically identical to ATC-NG in terms of functionality. 2. Cabin signalling based on radio-communication, conventional train detection, fixed blocks. 3. Cabin signalling based on radio-communication, the train reports its own position, fixed or moving blocks.
ESB-adapter	An ESB adapter is a software component within an Enterprise Service Bus (ESB) that is responsible for communication and data exchange between different systems and applications.
ESBS	Next operated signal that indicates ‘stop (danger)’.
ESC	ETCS System Compatibility.
ESC-check	Check on ETCS System Compatibility.
ETCS	European Traffic Control System. ETCS is an integral part of ERTMS and concerns the signalling, both along the track and in the cabin.
EU	European Union
EVA	Energie Collection Application (EnergieVerzamelApplicatie).
GEVI	Hazard Identification Number (Gevaarsidentificatienummer)
GBO	Border route section agreement (Grensbaanvakovereenkomst)
GMS	General MMI (MMI = Man Machine Interface) for ProRail's railway partners. This system forms a single portal for end users, within which various operational functions (such as WLIS and the Order Portal) can be launched and handled.
GPS	Global Positioning System

Abbreviation	Meaning
GPRS	General Packet Radio Service, a technology in the GSM network that enables more information to be sent and received at higher speeds.
GRS Traction current circuit rail	General-Railway-Signalling-traction current circuit / low frequency
GSM-R	Global System for Mobile Communications for Railways. GSM-R is the wireless telecommunications network for the rail sector. *Notes:* GSM-R is used as means of communication both for voice (drive and traffic controller) and data (between the fixed and mobile safety systems).
GTI	Freight Train Check-in (Goederen Treinen Inchecken)
IAM	Information for Drivers (Informatie aan Machinisten), publication.
ICM	International Contingency Management.
IDM	Identity Management application to access the ProRail applications. (ProRail intends to replace IDM with another Access Management system in 2027).
IenW	Ministry of Infrastructure and Water Management (Ministerie van Infrastructuur en Waterstaat).
INF (TSI)	Infrastructure. European regulations for the infrastructure subsystem. See Commission Regulation (EU)1299/2014
IO	Incidental Temporary Capacity Restriction (Incidentele Onttrekking).
ILT	Environmental Health and Transport Inspectorate (Inspectie voor Leefomgeving en Transport)
JADE Traction current circuit rail	Audio-frequency traction current circuit manufactured by Alstom.
Kijfdis	Kjifhoek Dispensation System. Kijfdis provides the necessary link to the MSR-32 hill control system, assists in managing carriage crossings, administers carriages on the tracks and provides the interface to WLIS.
KMC (ERTMS)	(ERTMS) Key Management Centre: issuing ERTMS communication encryption keys. These keys are required to operate a railway vehicle on sections of track equipped with ETCS/ERTMS Level 2 or higher.
KPI	Key Performance Indicator. A KPI is a variable used to analyse a specific operational performance. It is a management instrument.
LCA	Locally controlled area (NCBG = Niet central bediend gebied)
LOA-Online	Local Order Request Online (Lokale OrderAanvraag Online), application.
Loc & Pas (TSI)	Rolling stock — locomotives and passenger rolling stock. European regulations for the subsystem 'rolling stock — locomotives and passenger trains'. See Commission Regulation (EU)1302/2014.
LTSA	Long-Term Rail Agenda
LUD	Nationally thinned timetable (Landelijk Uitgedunde Dienstregeling).
Mba	Environmentally harmful activity (Milieubelastende activiteit).
MSR-32	Control system for shunting hump Kijfhoek.
MTPS	Rolling Stock and Train Position Service (Materieel- en Treinpositie Service), application.
Noise (TSI)	European regulations for the subsystem 'rolling stock – noise emissions' on existing freight wagons. See Commission Regulation (EU)1304/2014.
OBU	On Board Unit
OCCR	Operational Control Centre Rail
OPE (TSI)	Traffic Operation and management. See Commission Implementing Regulation (EU) 2019/773.
OSS (BV)	One Stop Shop (Exceptional transport). All European infrastructure managers have a One-Stop-Shop. The One-Stop-Shops jointly ensure the allocation of capacity for international train traffic.
OvD-I	Officer on Duty for Incidents
OvD-R	Rail Officer on Duty (General Manager)
PCS	Path Coordination System, a system developed by RailNetEurope for requesting and coordinating international timetables.

Abbreviation	Meaning
PGS 30	Publication series Hazardous Substances 30; Guidelines for the safe filling, storage and delivery of liquid fuels in and from above-ground tanks and the removal of above-ground storage tanks.
PHS	High Frequency Rail Transport Programme (Programma Hoogfrequent Spoor)
PPLG	Primary process line area
PREI	ProRail ERTMS Integration Lab.
PRL	Process management for railways (system)
PRM (TSI)	Persons with reduced mobility. European regulations on accessibility of the railway system for disabled persons and persons with reduced mobility. See Commission Regulation (EU)1300/2014.
PSSSL	High voltage in the traction current circuit rail.
PTCL	ProRail Test Control Log. This will enable more test scenarios to be carried out in the ProRail ERTMS Integration Lab in the future.
PZB/Indusi	Punktförmige Zugbeeinflussung (PZB), Induktive Zugsicherung (Indusi): a train control system used in Germany, among other places.
RIC (1)	Regulations for the reciprocal use of carriages and luggage vans in international traffic.
RIC (2)	Rail infrastructure catalogue, an application developed by ProRail for managing and providing access to its own regulations intended for contractors.
RICS-code	Railway Interchange Coding System is a 4-digit code used in various applications to identify a railway company. This company code is issued by UIC. For more information, see https://uic.org/support-activities/it/rics.
RID	Règlement concernant le transport international ferroviaire des marchandises dangereuses. The European Agreement concerning the International Carriage of Dangerous Goods by Rail. See Vervoer over het spoor (RID) | RIVM.
RID-wagon	Vehicles subject to specific quality/construction requirements in connection with the transport of dangerous goods.
RINF	Register of Infrastructure.
Ris	Rail traffic commissioning regulations.
RIV	International wagon regulations
RNE	RailNetEurope
ROD	Adjusted timetable that creates space at regional level (Regionaal Ontluchtende Dienstregeling).
SFERA	SFERA stands for "Smart Communications for Efficient Rail Activities" and is a European (technical) standard from the UIC (International Union of Railways) designed to standardize communication between railway infrastructure managers and operators. The goal is to make the exchange of information, such as train movements, infrastructure data, and operational information, more efficient and reliable.
STM	Specific Transmission Module. A Specific Transmission Module (STM) is train equipment, which converts information from a conventional local safety system into information that can be processed by the ETCS. *Notes:* The STM-ATC is relevant to the Netherlands, the STM-Memor is relevant to the border crossing with Belgium, and the STM-PZB (Punktförmige Zugbeeinflussung) is relevant to Germany.
STS	Signal passed at danger (Stoptonend Sein).
TSI	Technical Specification for Interoperability
TSR	Temporary speed restrictions
STT	Specialist in Technology and Transport (ProRail Incident Management).
SW(-dossier)	SpoorWeb(-dossier), application.
TAD	Train handling document (Treinafhandelingsdocument).
TAF/TAP (TSI)	Telematic Application for Freight / Telematic Application for Passengers, European regulations for telematics applications for freight and passenger transport. See Commission Regulation (EU)1305/2014.
TCL	Test Control Logging.
TEN-T	Trans-European Transport Network. Regulation 1679/2024/EU stipulates that transport connections in Europe must meet certain requirements and be harmonised.

Abbreviation	Meaning
TEV	Traction power (Tractie-energievoorziening).
TIS	Train Information System, an RNE system providing insight into the current performance of the timetable for international passenger trains and national and international freight trains.
TNR	Train number list (Treinnummerlijst), application.
TRS	Time-space slot (TijdRuimteSlot).
TSB	Temporary Speed Restriction.
TSI	Technical Specifications for Interoperability.
TTR	Time Table Redesign: redesign of the capacity allocation process at European level.
(Pre-)VAB-proces	Process of traffic adjustments due to management (works, capacity restrictions). ProRail manages adjustments to train services due to temporary capacity restrictions. • In the PreVAB process, an alternative timetable is designed approximately 28 weeks before implementation. • In the VAB process, the detailed planning of train paths due to temporary capacity restrictions (incidental withdrawals) is worked out on the basis of the alternative timetable from eight weeks before implementation.
VBS (VMS)	Safety Management System.
VII	Volume infrastructure entry (Volume-Infra-Inzet), one of the ways in which requests for access to marshalling and stabling facilities for the annual timetable can be made.
VIVENS	Cooperative United Purchasing and Consumption of Energy on the Dutch Railway Network U.A. (excluded liability)
VSG	Regulations governing the transport of dangerous goods by rail.
VSM	Barrier measure (Versperringsmaatregel).
VOS	Traffic Control Support System.
VVRV	Safety & Craftsmanship Rail Transport.
WILD	Wheel Impact Load Detection (formerly Quo Vadis). This system measures the force exerted by a wheel on the rail.
W-LIS	Wagon load information system.
WO	Weekly Capacity Restriction for maintenance (Wekelijkse onttrekking).
WVK	Signposts for heavy vehicle personnel (Wegwijzer voor krachtvoertuigpersoneel), publication.
ZBO	Independent administrative body (Zelfstandig bestuursorgaan).

Appendix 3 Consultation (section 1.5.3)

ProRail has drawn up the Network Statement 2027 following consultation with the titleholders and other stakeholders involved. The process of consultation on the Network Statement 2027, as well the outcome thereof, are described in this appendix.

Consultation with railway undertakings
Subjects involving changes to the Network Statement have been discussed at consultation tables or in other forms of consultation to which all railway undertakings were invited. The outcome of these consultations, as well as other data intended for updating and improvement of the Network Statement, have been processed in the draft Network Statement 2027.

Start of consultations
The draft Network Statement 2027 was made available on 29 August 2025 to:

- All railway undertakings active at that time on the main railway network managed by ProRail.
- All administrative bodies authorised to grant concessions for passenger transport by train.
- The ACM (Consumer & Market Authority);
- Other stakeholders, including parties in the rail freight chain (such as port operators, shippers, operators and rolling stock maintenance companies).

These titleholders received a newsletter by email containing a reference to the presentation letter, the draft Network Statement 2027 and the '*List of rail-related services and third-party service facilities*'. Also attached for comparison is a document highlighting the differences between the draft Network Statement 2027 and the Network Statement 2026. In addition, titleholders were invited to an information meeting on 8 April 2025 on the proposed changes to the draft Network Statement 2027. During these consultations, the titleholders were given the opportunity to ask substantive questions and to make suggestions for improving the process and contents.

Questions and comments by titleholders and stakeholders
Titleholders and stakeholders were given an opportunity until 10 October 2025 to respond in writing to (the changes to) the draft Network Statement 2026. ProRail received substantive comments from NS, Arriva, Train Charter Services, Qbuzz, DB Cargo, RTB Cargo, RailGood, Provincie Overijssel en Alstom.

ProRail response
ProRail has drawn up a list of the received questions and comments. Also explained in the list is the consequence attached thereto by ProRail. Some of the received questions and comments led ProRail to make a number of changes to the draft Network Statement 2027. All material changes to the draft Network Statement 2027 are accounted for in the statement.

ProRail has provided all parties who have responded in writing with a statement of questions and comments submitted by titleholders and stakeholders, together with ProRail's response. ProRail will also make the statement available to other titleholders on request.

Appendix 4 Regulations on the settlement of complaints and disputes (section 1.3.3)

1. General regulations on the settlement of complaints and disputes

Article 1.

1. If a party is of the opinion that the other party is not complying in full with the Access Agreement or the Capacity Agreement and an attempt has been made to effect compliance by means of verbal consultation with the party in alleged default, the party seeking compliance can submit a written complaint to the person or the contracting party that is responsible for compliance with that part of the Access Agreement or the Capacity Agreement to which the complaint pertains. The complaint is submitted to the Account Management department of ProRail.
2. Following receipt of the complaint as referred to in the previous paragraph, the receiving party will within fourteen days respond in writing stating, if the complaint is deemed justified, a proposal for resolving the complaint and the period within which such can be realised.
3. A complaint is regarded as satisfactorily resolved when both parties agree on a solution to the complaint.
4. If a complaint is not satisfactorily solved, the issue is regarded as a dispute of which the party in alleged default will be notified in writing. Written notification of the dispute will include a description of the dispute, how it has come to arise and the position of both parties on the issue. The dispute is submitted to the Account Management department of ProRail.
5. The party receiving the notification as referred to in the previous paragraph will proceed with the handling of the dispute within five working days of receipt.
   Dispute handling at ProRail is carried out at department management level, and as concerns the railway undertaking, at a management level selected for this purpose by the railway undertaking. The parties may choose to submit the dispute to a different management level.
6. A dispute is resolved when both parties agree to the chosen solution.
7. Both parties will do their utmost to find a solution to any complaint and/or dispute that arises between them.

Article 2.

1. All disputes, with the exception of those referred to in the regulations on capacity allocation disputes, which may ensue from the Access Agreement and which cannot be solved amicably on grounds of Article 1 of these General Regulations on the Settlement of Complaints and Disputes, will be solved in accordance with Article 29 of the General Terms & Conditions to the Access Agreement.
2. These regulations are without prejudice to the right of parties in cases of urgency to submit a dispute directly to the body designated for this purpose in Article 29 of the General Terms & Conditions.

Article 3.

1. If a stakeholder is of the opinion that ProRail has treated it unfairly, discriminated against it or that it has otherwise been disadvantaged in the drafting of the Network Statement, in particular in the handling of the opinion that it has submitted to ProRail in response to the draft of the Network Statement, this stakeholder can submit a complaint in writing to the Account Management department of ProRail. Complaints relating to the elements included under Section 58(5) Railways Act shall be submitted within two weeks of the publication of the Network Statement or of a change to the relevant parts of the Network Statement.
2. Following receipt of the complaint as referred to in the previous paragraph, ProRail shall within fourteen days respond in writing stating, if the complaint is deemed justified, a proposal for resolving the complaint and the period within which such can be realised.
3. A complaint is regarded as satisfactorily solved when the complainant and ProRail agree on a solution to the complaint.
4. If a complaint is not resolved satisfactorily, the issue is regarded as a dispute if ProRail is notified of such in writing. Written notification of the dispute will include a description of the dispute, how it has come to arise and the position of both parties on the issue.
5. ProRail shall deal with the dispute within five working days of receipt of the notification referred to in the previous paragraph.
6. A dispute is solved when both parties agree to the chosen solution.
7. Both parties will do their utmost to find a solution to any complaint and/or dispute that arises between them.

Article 4.

1. All disputes concerning the Network Statement, which cannot be solved amicably on grounds of Article 3, may, with due observance of the provisions of Section 58(5) Railways Act, be submitted to the ACM in accordance with Section 71(1) Railways Act.

2. These regulations are without prejudice to the right of parties in cases of urgency to submit a dispute directly to the Consumer & Market Authority (ACM) designated for this purpose in Section 71(1) Railways Act.

2. Regulations on the settlement of complaints and disputes regarding the station portfolio

Article 1.

1. If any party is of the opinion that the other party is not complying in full with any agreement concluded with ProRail and/or NS Stations regarding the access to a specific or the delivery of a service by the facility as referred to in Section 18 Implementation Decree Directive 2012/34/EU, and an attempt has been made to effect compliance by means of verbal consultation with the party in alleged default, this party can submit a written complaint via the contact form of ProRail and NS Stations: https://stations.nl/contact.
2. Following receipt of the complaint as referred to in the previous paragraph, the receiving party will within ten working days respond in writing stating, if the complaint is deemed justified, a proposal for resolving the complaint and the period within which such can be realised.
3. A complaint is regarded as satisfactorily resolved when both parties agree on a solution to the complaint.
4. If a complaint is not satisfactorily solved, the issue is regarded as a dispute of which the party in alleged default will be notified in writing. Written notification of the dispute will include a description of the dispute, how it has come to arise and the position of both parties on the issue.
5. The party receiving the notification as referred to in the previous paragraph will proceed with the handling of the dispute within five working days of receipt. Dispute handling at ProRail and NS Stations is carried out by the management of ProRail and NS Stations, respectively, as concerns the railway undertaking, at a management level selected for this purpose by the railway undertaking. The parties may choose to submit the dispute to a different management level.
6. A dispute is resolved when both parties agree to the chosen solution.
7. Both parties will do their utmost to find a solution to any complaint and/or dispute that arises between them.

Article 2.

1. If a stakeholder is of the opinion that ProRail and/or NS Stations has treated it unfairly, discriminated against it or that it has otherwise been disadvantaged as regards the making of an offer for access to station facilities and/or the delivery of services, falling under the station portfolio (as referred to in Section 18 Implementation Decree Directive 2012/34/EU), the stakeholder can submit a complaint in writing to the management board of NS Stations and/or the board of directors of ProRail.
2. Following receipt of the complaint as referred to in the previous paragraph, the receiving party will within ten working days respond in writing stating, if the complaint is deemed justified, a proposal for resolving the complaint and the period within which such can be realised.
3. A complaint is regarded as satisfactorily resolved when the stakeholder and the receiving party have agreed on a solution to the complaint.
4. If a complaint is not satisfactorily solved, the issue is regarded as a dispute if the other party is notified of such in writing. Written notification of the dispute will include a description of the dispute, how it has come to arise and the position of both parties on the issue.
5. The party receiving the notification as referred to in the previous paragraph will proceed with the handling of the dispute within five working days of receipt.
6. A dispute is resolved when both parties to the complaint can agree to the chosen solution.
7. Both parties will do their utmost to find a solution to any complaint and/or dispute that arises between them.

Article 3.

1. All disputes regarding the station portfolio as referred to in Section 18 Implementation Decree Directive 2012/34/EU, which may arise further to one or more agreements concluded between the railway undertaking and NS Stations or the Access Agreement concluded with ProRail, which concern the services offered in the stations portfolio will be submitted to the competent civil court of Rotterdam if these disputes cannot be settled amicably between the parties or by a committee to be appointed by the parties in which each party appoints an equal number of members, which committee is charged with assessing whether an amicable settlement can be reached between the parties, except if the railway undertaking has have concluded a (rental) agreement providing for another matter of dispute resolution.
2. In deviation of the provisions of the previous paragraph, the parties to an agreement concluded with NS Stations or an Access Agreement concluded with ProRail can further determine that the disputes referred to in this paragraph will be resolved in accordance with the applicable regulations of the Netherlands Arbitration Institute. The arbitration board, which will decide in accordance with the law, can consist of one or three arbitrators. The arbitration will be held in Utrecht.
3. These dispute regulations are without prejudice to Section 71 Railways Act.

Appendix 5 Model Access Agreement and General Terms & Conditions (section 3.3)

1. Model Access Agreement

The model Access Agreement 2027 reflects the services stated in the Network Statement that are offered by ProRail. The model Access Agreement 2027 is, from 1 July 2026, available in two versions on the ProRail website:

- A model Access Agreement 2027 to be concluded between ProRail and titleholders that qualify as railway undertakings.
- A model Capacity Agreement 2027 to be concluded between ProRail and titleholders that do not qualify as railway undertakings.

2. General Terms & Conditions

Contents

General Terms & Conditions Access Agreement ProRail 2026 (final version 30 May 2025)

Title I. General Terms & Conditions

Article 1. Definitions

The definitions below are used in these General Terms & Conditions.

1. (Supplementary) service licence: the licence as referred to in Section 123a(1) Railways Act.
2. General Terms & Conditions: these general terms and conditions.
3. Company performance data: the values acquired by a party within the performance of the Access Agreement with regard to reliability, availability, operational quality, safety, health and the environmental impact of processes and performance systems of the other party.
4. Operating licence: the licence as referred to in Section 28 Railways Act.
5. Handling costs: extra office and communication costs, administrative costs involved in handling the loss event, costs of replanning the operational activities and the costs of additional persons required during the period that the loss event hampers normal operational activities.
6. Infrastructure manager: the holder of a concession as referred to in Section 16(1) Railways Act, or the body designated by law in the Netherlands as infrastructure manager as referred to in Article 3(2) Directive 2012/34/EU
7. Concession: the concession as referred to in Section 16(1) Railways Act.
8. CUI: Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI – Annex E to the Convention concerning International Carriage by Rail (COTIF), Treaty Series 277 2011 dated 28 December 2011), as applicable.
9. Third party: any natural person and/or legal entity other than the infrastructure manager, the railway undertaking or their auxiliary persons.
10. User charge: the charge as referred to in Section 62(1) Railways Act.
11. Titleholder: a titleholder as referred to in Section 57 Railways Act, being the contracting party of the infrastructure manager to the Access Agreement.
12. Auxiliary person: the subordinate or other natural person and/or legal entity, whose services are engaged by the titleholder or the infrastructure manager in the sense of Book 6 Dutch Civil Code.
13. Admission certificate: the certificate as referred to in Section 36(4) Railways Act, as applicable on 19 July 2008.
14. Network Statement: the applicable network statement as referred to in Section 58 Railways Act, including the Supplements to the Network Statement that have been announced up to and including the day before the signing of the Access Agreement.
15. Information services: information services forming part of the basic access package as well as information services as referred to in sections 5.5.1 and 5.5.2 of the Network Statement.
16. Operational Conditions: the Operational Conditions as contained in sections 3.4 and 6.2 of the Network Statement.
17. Party: the infrastructure manager or the titleholder.
18. Parties: the infrastructure manager and the titleholder.
19. Loss event: an event or series of events, resulting in loss, following on from one and the same cause.
20. Railway vehicle: a vehicle intended for traffic on the railways.
21. Railways: the railways and accompanying railway infrastructure as referred to in Section 1 Railways Act, the management of which has been assigned to the infrastructure manager, as well as other infrastructural facilities managed by the infrastructure manager, as described in section 2.2.1. of the Network Statement.
22. Railway undertaking: the titleholder insofar as acting as a railway undertaking as referred to in Section 1 Railways Act.
23. Railways Act: Act of 23 April 2003, containing new general rules regarding the construction, management, accessibility and use of railways, as well as traffic on the railways (Bulletin of Acts and Decrees 2003, 264) as applicable.
24. Access Agreement: the agreement, including the appendices thereto, as referred to in Section 59 Railways Act.
25. Attributable: loss due to fault or a cause that under law, regulations or custom is for the risk and account of the party causing the loss.
26. Safety certificate: the certificate as referred to in Section 32 Railways Act.
27. Vehicle licence: the licence as referred to in Section 26k Railways Act.
28. Passenger Transport Act 2000: Act of 6 July 2000, laying down new rules for public transport, private bus transport and taxi transport (Bulletin of Acts and Decrees 2000, 314) as applicable.

Article 2. Access Agreement, General Terms & Conditions and Operational Conditions

1. The contractual legal relationship between the parties concerning the access to and use of the railways is laid down in writing in the Access Agreement, the General Terms & Conditions and the Operational Conditions.
2. Supplements and/or changes to the General Terms & Conditions and/or the Operational Conditions agreed by the parties are binding only if determined in writing in the Access Agreement.
3. The persons appointed as contract manager on behalf of the titleholder and the infrastructure manager will be specified in the Access Agreement. The parties may in the Access Agreement also appoint categories of officials who are authorised to implement the Access Agreement on their behalf.
4. The Access Agreement may also include further regulations on the handling of complaints about operational matters.
5. If and insofar as a titleholder, under the terms of a contract concluded with the infrastructure manager, acts as auxiliary person of the infrastructure manager in performance of the Concession granted to the infrastructure manager, and damage is caused to a decommissioned section of the railways and/or the decommissioned section of the railways is not available to the titleholder and/or damage is caused to the titleholder by making use of the decommissioned section of the railways, the liability provisions of the aforementioned agreement applies to said damage and/or unavailability, with exclusion of the liability provisions of the Access Agreement, the General Terms & Conditions and the Operational Conditions.

Article 3. Change procedure Access Agreement, Operational Conditions and/or General Terms & Conditions

1. A request to change the Access Agreement, Operational Conditions and/or General Terms & Conditions, which request for change does not ensue from statutory measures or a ruling by a court of law or arbitration board, will be submitted in writing and will in any event include a description of the proposed change(s) and the resulting consequence(s) in terms of the rights and obligations of the parties. The infrastructure manager will in every case evaluate whether the changes proposed by the titleholder are non-discriminatory towards other titleholders.
2. The parties will do their utmost to reach agreement on a proposed change within thirty calendar days of receipt of a change proposal.
3. Changes to the Access Agreement, Operational Conditions and/or General Terms & Conditions can only be made in the form of a written supplement to the Access Agreement signed by the parties.
4. If changes are to be made to the General Terms & Conditions, Operational Conditions and/or the Access Agreement by force of statutory measures, the Concession or a ruling by a court of law or arbitration board, the infrastructure manager, if given the opportunity to do so, will consult with the relevant authority, put up a defence in the court or arbitral procedure, and make every effort to prevent or limit any negative consequences for the parties. In such a case, the infrastructure manager will inform the titleholder in writing with inclusion of a proposal for change. The infrastructure manager will make this proposal with due consideration for the reasonable interests of the titleholder and make every effort to prevent or limit any negative consequences for the titleholder. If the titleholder does not agree to the proposed change, the infrastructure manager will nevertheless be entitled to adopt the proposed change unilaterally.
5. In urgent cases, whereby the provisions of the previous paragraph are applicable, the change proposal and consultation as set out in this paragraph may be omitted. If this is applied, the infrastructure manager shall provide an explanation afterwards.

Article 4. Nullification of provisions

In case of a legally irreversible nullification by the competent authority of one or more provisions of the Access Agreement, the General Terms & Conditions or the Operational Conditions, these provisions will be replaced by provisions that reflect as much as possible the original intention of the parties. Nullification of one or more provisions will not affect the validity of the other provisions.

Title II. Information and confidentiality

Article 5. Provision of information

1. The parties will notify one another of every incident that could hinder fulfilment of the essential obligations of the Access Agreement, which will in any event include every relevant change, suspension and withdrawal of the Concession of the infrastructure manager, or of the safety certificate and/or operating licence of the railway undertaking.
2. The parties will in the Access Agreement agree on the manner (including the time and frequency) in which the railway undertaking will provide the information as referred to in section 3.4.6 of the Network Statement, and specify all other information that they will exchange with one another within the performance of their relationship.
3. The parties will inform one another promptly if they have any information other than referred to in the previous paragraph, of which they know or should in all reasonableness realise that the titleholder or the infrastructure manager requires this information for the proper performance of the Access Agreement. This

obligation in any case pertains to all relevant safety information as referred to in Article 4 of Regulation (EU) No. 1078/2012.

4. If one of the parties incurs a loss as a result of the actions of a third party or auxiliary persons, the parties will, if such is possible and can reasonably be expected, assist one another in determining the identity of the third party or auxiliary persons in question.
5. The titleholder will, at no expense, provide the infrastructure manager with information required by the infrastructure manager in order:
   a. to draw up a draft noise map as referred to in Article 7 of Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise, *OJEU* 2002, L 189, with regard to the noise load caused by the main railway network;
   b. to comply with the obligations applicable to the Netherlands under Regulation (EU) No 2018/643 of the European Parliament and of the Council of 18 April 2018 on rail transport statistics, OJEU 2018, L 112;
   c. for drawing up the monitoring report referred to in Section 10.42b Environmental and Planning Decree.
6. The parties will ensure that personal data provided for the execution of the Access Agreement will only be processed in accordance with relevant laws and regulations, including (but not limited to) the GDPR.

Article 6. Confidentiality

1. Conditions of confidentiality
   a. The parties will maintain confidentiality regarding the information designated as confidential in accordance with the provisions of this article, unless an exception as referred to in paragraphs 2 and 3 of this article applies or written permission has been granted by the party or parties concerned.
   b. Confidential information is understood to mean:
      i. information exchanged by the Parties for the purpose of concluding framework agreements;
      ii. information exchanged by the Parties for the purpose of (preparing) capacity requests for the timetable until the capacity allocation referred to in section 4.5.1 of the Network Statement has been determined and for the purpose of ad hoc capacity requests as referred to in section 4.5.3 of the Network Statement;
      iii. information on the use charge owed and paid;
      iv. information on the current train service handling of freight trains, including real-time information, disruptions, delays and forecasts;
      v. information on the composition and load of freight trains and the location of freight trains in rail yards;
      vi. the company performance data, with the exception of information that must be disclosed as specified in Regulation 2021/782/EU and Regulation 2017/1926/EU;
      vii. information in the context of incidents and accidents as referred to in Article 3 of the Railway Safety Directive 2016/798/EU;
      viii. other information explicitly designated as confidential in the Access Agreement;
      ix. all other information that is also classified as confidential data under legislation and regulations, including (but not limited to) the GDPR and its implementation act.
   c. The parties will take appropriate measures to protect confidential information contained in their information systems.
   d. The parties will use the confidential information only for the purposes for which it was provided and will not disclose such confidential information to third parties.
   e. The parties will impose on their auxiliary persons an obligation to comply with the duty of confidentiality applicable between the parties.
   f. The parties will not share confidential information in public Artificial Intelligence (AI), unless specifically agreed.
   g. The obligations under this article remain in force on termination of the Access Agreement.

2. Exceptions to the confidentiality of confidential information as referred to in paragraph 1:
   a. Confidential information may be disclosed to a third party without the consent of the other party or the titleholder and may be used by that third party if there is an obligation to do so under a statutory regulation or if this has been determined in a final and binding court or arbitration ruling.
   b. The infrastructure manager may share anonymised confidential information with titleholders and third parties if anonymisation is possible. The following applies to the *2026 timetable*: Before confidential data is anonymised and provided to a third party by the infrastructure manager, written permission must be requested from the relevant titleholder(s).
   c. The infrastructure manager is entitled to grant other titleholders who accept these General Terms and Conditions, as well as managers of connecting railway infrastructure and their (international) partnerships, access to information about the capacity requested by the titleholder, as referred to in Article 6.1.b.ii of these General Terms and Conditions, on condition that they treat this information as confidential.
   d. The infrastructure manager is entitled to provide information relating to the current train service handling as referred to in Article 6.1.b.iv of this article as confidential information to other railway undertakings that

accept these General Terms and Conditions, as well as to managers of connecting railway infrastructure and their (international) partnerships, and on condition that they treat this information as confidential, to port authorities, directly adjacent rail terminals, operators of industrial connections and operators.

e. The infrastructure manager is entitled to make available the values of the information and performance indicators as referred to in the Railways Act or the Concession. The infrastructure manager is not entitled to provide underlying data associated with these values to the concession authorities, as this is business confidential data and the railway undertaking also considers this data as confidential within the meaning of Article 6.1.b.

f. The infrastructure manager is entitled to provide train flow information to its auxiliary persons, exclusively for use within the framework of the agreement concluded between the infrastructure manager and the auxiliary persons regarding the performance of work on the management of the railways, insofar as the auxiliary persons require that information within the context of the work on the management of the railways as assigned by the infrastructure manager. Infraspeed Maintenance B.V. is for the application of this article regarded as the auxiliary persons of the infrastructure manager.

g. The infrastructure manager is entitled to share confidential data in the context of incidents and accidents if and insofar as required by the Railway Interoperability and Safety Regulation and/or Safety Directive 2016/798/EU.

3. Provisions regarding information on other titleholders (third-party interest)
   a. Titleholders will observe the confidentiality of any information acquired via the information systems of the infrastructure manager or consultations organised by the infrastructure manager about capacity allocation, train service handling and/or the company performance data of other titleholders. This information may not be used as evidence in legal procedures between the titleholder and other titleholders.
   b. Titleholders accept that information on their capacity requests, capacity allocation, the train service handling and/or company performance data will via the information systems of the infrastructure manager become available to managers of connected railway networks and other titleholders who have accepted these General Terms & Conditions.

Title III. Rights and obligations of the infrastructure manager and titleholders

Article 7. Access to and use of the railways by the railway undertaking

1. The titleholder, exclusively if and insofar as authorised to act as railway undertaking, has access to the railways and the right to make use thereof subject to the conditions and in the manner as determined in:
   a. The applicable national and international regulations and the ensuing regulations and rulings by a court of law and/or arbitration board imposed on the infrastructure manager.
   h. The Access Agreement.
2. Prior to the signing of the Access Agreement, the railway undertaking will provide the infrastructure manager with the documents listed below.
   a. A valid operating licence or comparable document as referred to in Section 30(1) Railways Act.
   b. A valid safety certificate.
   c. Proof of compliance with the provisions of Section 55 Railways Act.

   The railway undertaking will immediately, in any event within 5 working days, notify the infrastructure manager in writing of any event that restricts or ends the validity of the aforementioned documents. The railway undertaking will provide the infrastructure manager with written notification of any change to its liability insurance before such comes into effect, insofar as it can reasonably be assumed that such will or could have consequences for the operating licence.
3. The railway undertaking is not permitted to alter, damage or contaminate the railways or to use it in any manner other than that for which it is intended, has been equipped or has been made available.
4. The parties will ensure that any auxiliary persons engaged in the performance of the Access Agreement will receive adequate instruction in this respect and have the necessary knowledge and skills. Auxiliary persons that appear not to have the necessary knowledge and skills will – whether or not at the request of any of the parties – be immediately discharged from performance of the engaged work.
5. The railway undertaking is liable towards the infrastructure manager for actions of consignors and consignees, as defined under transport law, who perform or instruct work at public freight terminals and/or rail yards, in as far as the railway undertaking has any physical or legal influence on such actions.
6. If loss ensues as a result of the actions as referred to in the previous paragraph, the railway undertaking is only liable if the loss event is attributable to the action of a third party and the railway undertaking had the physical and/or legal ability to prevent the loss event and the consequences thereof. This provision is without prejudice to the liability of consignors and consignees for their actions at these freight terminals and/or rail yards.

Article 8. Access to and use of information services

1. The infrastructure manager will perform its work regarding the access to and use of information services, or have this performed by auxiliary persons, in accordance with the service levels stated in the Service Level Agreement(s) attached to the Access Agreement.
2. If the obligations pursuant to paragraph 1 cannot be fulfilled in accordance with the agreed service levels, the infrastructure manager will immediately inform the titleholder thereof and take all reasonable actions to achieve compliance with the agreed service levels.
3. The titleholder will handle the software and hardware made available by the infrastructure manager within the context of paragraph 1 with due care and you such exclusively for the purpose for which they were made available by the infrastructure manager, without making any changes to the content thereof. The titleholder and/or its auxiliary persons will comply in full with any accompanying manuals or instructions provided by the infrastructure manager.
4. Any work to be carried out by the infrastructure manager as a result of defects in software and/or hardware caused by injudicious use, use contrary to the instructions given by the infrastructure manager, or use contrary to that agreed by the parties does not form part of this Access Agreement.
5. The infrastructure manager retains the intellectual property rights to all software provided by the infrastructure manager to the titleholder within the context of the granting of access to and use of the information services. The infrastructure manager retains the intellectual property rights to information provided by the infrastructure manager to the titleholder within the context of the granting of access to and use of the information services. The infrastructure manager will by means of the Access Agreement grant the titleholder a licence to use the aforementioned software and data for the agreed information services in the manner prescribed by the infrastructure manager.
6. The reproduction and/or publication and/or the commercial exploitation of any software and hardware made available by the infrastructure manager within the context of the granting of access to and use of information services, or use by or on behalf of third parties or other services and systems of the titleholder and/or its auxiliary persons is prohibited, except with the prior written permission of the infrastructure manager.

Article 9. Allocation of capacity

1. The infrastructure manager is responsible for the allocation of capacity in accordance with the procedure set out in sections 4.2, 4.3, 4.5, 4.8 and 7.3.5.3 of the Network Statement as well as the provisions of the decision referred to in Section 61(1) and Section 67 Railways Act.
2. Capacity allocated in the form of train paths is allocated for the maximum duration of one timetable period.
3. If the capacity allocated to a titleholder pursuant to Article 38(1), last paragraph of 2012/34/EU is transferred by the titleholder to a railway undertaking with notification given to the infrastructure manager, all rights and obligations agreed between the titleholder and the infrastructure manager with regard to the transferred capacity will be terminated, with the exception of the payment obligation for the transferred capacity as applicable at the time of transfer. The infrastructure manager and the railway undertaking to whom the capacity is transferred will accept the transferred capacity subject to the Access Agreement concluded between the railway undertaking and the infrastructure manager unless the railway undertaking informs the infrastructure manager within five working days and in writing that it does not accept the transferred capacity.
4. The railway undertaking is not permitted to transfer the allocated capacity to a third party.
5. In the event of an emergency and if absolutely necessary as a result of a disruption or imminent disruption that renders the railways temporarily unusable according to the procedure referred to in sections 4.3.2.3.2, 4.3.2.3.3 and 4.3.2.3.4a of the Network Statement, the allocated capacity is cancelled. In case of a threat of disruption in the short term, the infrastructure manager will provide specifics and motives why restoration measures are required in the short term in order to prevent the occurrence of an actual disruption that could impact negatively on the safe runnability of the railways and/or uninterrupted train traffic. The infrastructure manager will strive to allocate capacity for rerouting.
6. If the titleholder has used the allocated capacity for a period of at least one month, i.e. 30 consecutive days (starting at any given date) within one timetable year for less than the threshold value mentioned in sections 4.8.3 or 7.3.5.3.8 of the Network Statement, the titleholder will surrender or the infrastructure manager will withdraw the allocated capacity during the remaining period of that timetable year, unless this is due to non-economic reasons beyond the control of the titleholder. The infrastructure manager will hereby observe a notice period of two weeks.
7. The infrastructure manager reserves the right to withdraw or alter allocated capacity in the cases below.
   a. When instructed to do so by the competent authorities or in order to prevent such an instruction, on condition that the instruction relates to a situation defined in adequate concrete terms. If legal remedies are available, the infrastructure manager will use them if necessary. The infrastructure manager will consult with the titleholder(s) concerned in a timely manner
   b. in the interests of public order;
   c. following a report as referred to in Article 7.2 of these General Terms & Conditions or after receipt of the Minister's decision to withdraw the documents referred to in Article 7.2 or if a valid proof of insurance within the meaning of Section 55 Railways Act cannot be provided by the railway undertaking. The

infrastructure manager will only withdraw or modify allocated capacity after notifying the titleholder that and on what grounds withdrawal or alteration occurs.

d. insofar as this concerns capacity that has been allocated for the purpose of providing passenger transport services by rail, but which the titleholder is no longer entitled to provide in accordance with the Passenger Transport Act 2000 or a public service contract as referred to in Article 2(i) of Regulation 1370/2007.

8. When using the authority referred to in the previous paragraph, the infrastructure manager will make every effort to limit the negative consequences thereof for the titleholder in terms of duration and scale. The infrastructure manager will consult in advance with the titleholder if it wishes to exercise the authority referred to in the previous paragraph in order to prevent an instruction by the competent authority.

Article 10. Use of railway vehicles by railway undertaking

1. The infrastructure manager is entitled by virtue of the relevant national and international regulations, the Concession and/or a ruling by a court of law or arbitration board, to carry out a supplementary inspection of (repaired) railway vehicles with regard to those aspects that were not included in the inspection performed under the terms of the admission certificate or the (supplementary) service licence or the vehicle licence.
2. Following the results of the supplementary assessment referred in paragraph 1, the infrastructure manager can give instructions to and/or impose conditions and/or restrictions on the use of the railways or exclude the railway vehicles in question from use of the railways. The results of the assessment are reported to the railway undertaking in writing.
3. The conditions and restrictions referred to in paragraph 2 can include:
   a. the setting of a re-assessment term;
   b. a re-assessment following changes made to the railway vehicle;
   c. the (temporary) application of a classification;
   d. the (temporary) application of reasonably necessary measures to the infrastructure at the expense of the railway undertaking.
4. The railway undertaking will provide the infrastructure manager with information on the identification and the deployment possibilities and limitations of the railway vehicles used by the railway undertaking.
5. At the infrastructure manager's first request, the railway undertaking will, with regard to the relevant railway vehicle, submit a valid EC inspection statement and/or, for railway vehicles as referred to in Section 122a Railways Act, a valid admission certificate and/or exemption as referred to in Section 46 Railways Act as applicable until 1 April 2012 or a (supplementary) service licence or a vehicle licence.
6. The responsibility of the railway undertaking for a deployed railway vehicle ends as soon as another railway undertaking has transported or moved that vehicle, or has notified the infrastructure manager that it assumes responsibility for the vehicle.
7. If a railway undertaking, barring an exemption as referred to in Section 26k(5) Railways Act, acts in contravention of the prohibition referred to in Section 26k(1) Railways Act or is not in possession of a valid admission certificate or a (supplementary) service licence and/or the railway undertaking does not use the vehicle service licence and/or railways in accordance with the assessment as referred to in this article, the infrastructure manager is entitled to immediately refuse the railway undertaking use of the railway vehicle in question on the railways and to instruct that such use be terminated at once. The ensuing costs are for the account of the railway undertaking. The infrastructure manager is also entitled to refuse the use of railway vehicles if they no longer meet the technical specifications on which they were assessed during the approval process. Such railway vehicles may, if deployed on the railways, only be moved by the railway undertaking under its own risk, with the permission of the infrastructure manager and subject to certain conditions.

Article 11. Safety and the environment

1. Railway undertakings that make use of a rail yard managed by the infrastructure manager and perform activities subject to a permit requirement thereon may only do so within the framework of the environmental permit issued for said activities. Railway undertakings will give the infrastructure manager the opportunity to assess in advance whether the proposed operations at rail yards are pursuant to the conditions of the Railways act, the Environmental Management Act and the applicable environmental permit, insofar as those obligations affect ProRail. Railway undertakings that (plan to) carry out operations at rail yards that require an environmental permit, are obliged to consult and comply with the provisions of the environmental permit in question. The infrastructure manager is responsible for enabling adequate performance under the terms of the issued permits.
2. The railway undertaking will use the railway infrastructure in accordance with the user restrictions and user regulations stated in section 2.4 and Appendix 9 of the Network Statement.
3. The railway undertaking will apply and environmental care system that supports compliance with the user restrictions and user regulations as prescribed by the environmental and user permits granted to the infrastructure manager. The railway undertaking will make the particulars entered into the environmental care system available to the infrastructure manager. The railway undertaking accepts that the infrastructure manager can, to verify compliance, also use other non-discriminatory measures that provide a fair view of the situation.

4. The railway undertaking will notify the infrastructure manager as soon as possible of any risk or occurrence of damage by the railway undertaking to the railways and/or the environment and/or the safety of third parties. This notification is without prejudice to the legal and contractual obligations of the railway undertaking.
5. The infrastructure manager is entitled by virtue of relevant national and international regulations and/or a ruling by a court of law or arbitration board to determine that certain rail-based operating processes of the railway undertaking specified by the infrastructure manager may not be carried out on the railways, or may only be carried out at the locations designated by the infrastructure manager and/or subject to conditions imposed by it and/or using the facilities located at the site.
   Included under operating processes are:
   a. internal and external cleaning of railway vehicles;
   b. testing of railway vehicles;
   c. refuelling;
   d. stabling of railway vehicles;
   e. removal of waste resulting from operating processes and from railway vehicles;
   f. inspection and maintenance of and/or repairs to railway vehicles.
6. Railway undertakings will refrain from any action that would result in exceeding the noise production limits applicable under the Environmental Management Act or the Environment and Planning Act or violating the relevant provisions of environmental permits granted under the Environmental Permitting (General Provisions) Act or the Environment and Planning Act.
7. The infrastructure manager can give instructions to the railway undertaking in case of a potential infringement of the noise limit values or conditions referred to in the previous paragraph.
8. If the competent authority charged with monitoring compliance of a permit granted by law to the infrastructure manager or statutory regulations regarding the use of the railways ascertains an infringement of the applicable provisions and notifies the infrastructure manager thereof in writing, the infrastructure manager will in case of a suspicion that said breach has effectively been committed by the railway undertaking notify the railway undertaking thereof in writing as soon as possible, in any event within three working days of itself having received notification.
9. The railway undertaking and the infrastructure manager will enter into consultation on the infringement described in the notification as referred to in the eighth paragraph, including the presentation of a defence.
10. If the railway undertaking is of the opinion that a party other than the railway undertaking has committed the infringement referred to in the eight paragraph or that the infringement was in fact not committed, it will inform the infrastructure manager thereof, stating reasons, within ten working days of receipt of the notification. Findings of the competent authority endorsed by the infrastructure manager will serve as proof of non-compliance of the regulations as referred to in this article, unless the railway undertaking in its written reaction to the infrastructure manager provides explicit and motivated arguments that can be used by the infrastructure manager in its defence against the findings.
11. The railway undertaking will reimburse the penalty imposed on, or deposit forfeited by, the infrastructure manager with regard to an infringement as referred to in the eighth paragraph, unless the infrastructure manager, contrary to the request of the railway undertaking, has failed to present a defence against the penalty or forfeited deposit and/or has not given the railway undertaking an opportunity to present a defence against the penalty or forfeited deposit.
12. The railway undertaking will promptly provide the infrastructure manager with the necessary information to present a defence against the infringement described in the notification as referred to in the eighth paragraph. The infrastructure manager reserves the right to abstain from presenting a defence if such is evidently pointless or the railway undertaking fails to provide the infrastructure manager with the necessary information, in which case the railway undertaking will compensate the penalty or forfeited deposit to the infrastructure manager. The infrastructure manager will inform the railway undertaking on the course of the defence proceedings.
13. The costs of the defence with regard to infringements as referred to in the eighth paragraph are at the expense of the railway undertaking, with the exception of those cases in which the infrastructure manager has a joint interest in the defence owing to the possible consequences for the usability of the railways or in those cases that the parties have agreed in consultation to oppose the qualification of the ascertained facts as an infringement, whereby a different allocation of costs was agreed upon.

Article 12. Storage of liquids for the running of railway vehicles

The railway undertaking is exclusively permitted to tranship environmentally dangerous liquids required for the traction of railway vehicles and the operation of equipment at appropriate sites designated by the infrastructure manager, as referred to in section 7.3.10 and Appendix 21 of the Network Statement (refuelling facilities).

Article 13. Train traffic recovery measures

1. The parties will in case of a disruption of train traffic do all that may reasonably be expected of them to resolve the disruption and limit the negative consequences thereof.

2. In this context, the infrastructure manager can take various measures, including the detention, rerouting, insertion, slowing down or speeding up of trains, or the cancellation of train paths. In doing so, the infrastructure manager shall apply the arrangements set out in section 6.3 of the Network Statement.
3. If the infrastructure manager offers a replacement train path in the cases as referred to in paragraph 2 and Article 9.7, the user charge for the replacement path will not be higher than for the original train path.

Article 14. Cooperation by the railway undertaking

1. The railway undertaking will at the instruction of the infrastructure manager cooperate in measures aimed at resolving a disruption, regardless of the cause thereof. If the infrastructure manager deems such necessary, the railway undertaking will make its equipment and auxiliary persons available in as far as such equipment and personnel are suitable for the intended purpose.
2. The costs of the assistance referred to in paragraph 1 incurred by the railway undertaking, which has not caused the disruption, will be at the expense of the infrastructure manager.
3. If the disruption is for the risk and account of the railway undertaking, it will, at the infrastructure manager's first request, compensate the infrastructure manager for the costs referred to in paragraph 2 as well as all other costs incurred by the infrastructure manager in resolving the disruption.
4. If the railway undertaking providing assistance, its auxiliary person or an axillary person of the infrastructure manager, despite exercising the necessary care, causes damage to the railway undertaking receiving assistance and/or the infrastructure manager or itself suffers damage, the resulting loss is for the risk and account of the party to which the disruption can be attributed.
5. If the railway undertaking providing assistance, its auxiliary person or an axillary person of the infrastructure manager, despite exercising the necessary care, causes damage to a third party not being a party involved in the disruption, the resulting loss is for the risk and account of the party causing the disruption. The party for whose risk and account the disruption occurs will, if necessary, indemnify the other stakeholders in the disruption against any claims for compensation by such third parties.
6. The railway undertaking will participate in the calamity response organisation subject to regulations of the Access Agreement as stated in section 6.2.8 of the Network Statement.

Article 15. Presence on railways

1. If the railway undertaking allows (auxiliary) persons to be present on or along the railways, such takes place at the risk and account of the railway undertaking.
2. The railway undertaking will ensure that the (auxiliary) persons referred to in paragraph 1 have received adequate instructions concerning the safe and properly organised presence on the railways.
3. Auxiliary persons of the railway undertaking working on the railways will be able to provide proper identification, in the form of a service pass or written instruction as auxiliary persons of the railway undertaking.

Article 16. Inspections and instructions

1. The infrastructure manager is entitled, with a view to performing the tasks and responsibilities assigned by virtue of the relevant national and international regulations and/or a ruling by a court of law or arbitration board, to carry out inspections and/or give necessary instructions to (the auxiliary persons of) the railway undertaking who will comply with such without delay. The categories of officials of the infrastructure manager who are entitled to exercise the above authority are defined in the Access Agreement.
2. The authority of the infrastructure manager as referred to in paragraph 1 can exclusively be exercised for the purpose of protecting the railways, preventing or controlling nuisance experienced by the environment and other users of the railways, and the safe and effective use of the railways.
3. The inspections and instructions will cause as little hindrance as possible to the normal operating activities of the railway undertaking and will be carried out or issued, respectively, in a manner that causes minimal burden. The infrastructure manager exclusively has access to those railway vehicles, systems and equipment of the railway undertaking that are relevant to the inspection.
4. The railway undertaking will follow the instructions given by the infrastructure manager pursuant to paragraph 1. In case of failure to comply immediately with a lawful instruction as referred to in these General Terms & Conditions, the railway undertaking will forfeit an immediately payable penalty of €1,000 for the first infringement, €2,500 for the second infringement and €5,000 for every subsequent infringement per timetable year, without prejudice to the right of the infrastructure manager to demand compensation. In case a series of infringements consists of the failure to comply with one and the same instruction, the right of the infrastructure manager to demand an immediately payable penalty of €5,000 per infringement is maximised at €25,000 for the series of infringements. In urgent cases, the designation will be presumed to be lawful. If it subsequently appears that the designation was not lawfully issued, the contractual penalty issued pursuant to this paragraph will lapse by operation of law.
5. If the railway undertaking fails to comply with an instruction given by the infrastructure manager, compliance with which is deemed necessary in order to prevent damage, potential damage, terminate a wrongful situation, nuisance and/or to effect speedy recovery of the train traffic as referred to in Article 13.1 of these

General Terms & Conditions, the infrastructure manager is entitled to have the actions and/or work ensuing from the instruction carried out at the risk and expense of the railway undertaking.

Title IV. Liability

Article 17. Conditions of liability

1. The provisions of CUI, Title III, apply mutatis mutandis to the Access Agreement concluded between the railway undertaking and the infrastructure manager, insofar as not deviated therefrom in Title IV of these General Terms & Conditions.
2. The limitation of liability of a party as described here in Title IV does not apply if the loss is the result of any action or negligence by that party acting either with the intent to cause said loss, or with recklessness and the knowledge that such loss could probably result therefrom.
3. The infrastructure manager and the railway undertaking accept liability for their auxiliary persons.
4. Any claim by auxiliary persons of the railway undertaking against the infrastructure manager in respect of liability for loss caused by the infrastructure manager, as well as any claim by auxiliary persons of the infrastructure manager against the railway undertaking in respect of liability for loss caused by the railway undertaking can, irrespective of the legal ground, only be filed subject to the conditions and limitations of the General Terms & Conditions.
5. The handling costs are related to the loss amount, comprising the loss items referred to in Article 18.1 points a, b and c and Article 19.1 points a, b and c, which are determined according to the table below.

Loss amount	Handling costs
from €0 to €100,000	2.5% of the loss amount
from €100,000 to €250,000	2.0% of the loss amount
from €250,000 to €1,000,000	1.5% of the loss amount
from €1,000,000 to €5,000,000	1.0% of the loss amount
from €5,000,000	actual costs

If the loss consists exclusively of financial loss, the handling costs can be determined on the basis of the actual costs incurred. The administration costs for handling of the loss event are thereby determined according to the table below, whereby the reference loss consists of additional office and communication costs, costs of replanning the operational activities and the costs of additional personnel required during the period that the loss event hampers normal operational activities.

Reference loss			administration costs
€5,000	to	€10,000	€350
€10,000	to	€30,000	€375
€30,000	to	€50,000	€475
€50,000	to	---------	1% of the reference loss

6. If liability for the loss event is recognised promptly by the infrastructure manager without objection and compensation is paid promptly, the administration costs are limited to 50% of the amounts stated in the table above.

Article 18. Liability of the infrastructure manager towards the railway undertaking

1. The infrastructure manager accepts liability to the railway undertaking:
   a. for personal injury, namely death, or any other form of bodily or emotional harm;
   b. for property damage, namely the destruction of or damage to movable and immovable property;
   c. for financial loss;

   the cause of which lies in the railways and has been inflicted upon the railway undertaking or its auxiliary persons during the use of the railways.
   Unless agreed otherwise in the Access Agreement, the same liability applies to the use of service facilities managed by the infrastructure manager and services provided by the infrastructure manager, subject to the provisions of paragraph 6 regarding the services and/or software stated therein.
2. The liability for financial loss referred to in paragraph 1 is limited exclusively to the loss components stated below, subject to the conditions accompanying each component and with explicit exclusion of the loss of turnover and profit.
   a. For the financial loss consisting of compensation owed by the railway undertaking to parties with which it has concluded transport agreements or other third parties:

- Exclusively the compensation which the railway undertaking is obliged to pay to counterparties to its transport contract(s) or to other third parties under statutory, European or contractual regulations and within the limits and conditions of those regulations.

b. for the financial loss consisting of the reasonable costs of salvage and evacuation, including the costs of temporary facilities for the personnel involved, the costs of experts, handling costs and reasonable costs for determining the liability and extent of the loss:
   - all costs incurred.

c. for the financial loss consisting of the costs of replacement transport and handling costs, subject to the explicit condition that the railway undertaking is unable during a period of at least 8 (eight) consecutive hours, calculated from the start of the cause, to make full use of its allocated capacity:
   - the costs of replacement transport, as well as handling costs;

d. for the financial loss consisting of the costs of replacement transport for passengers and freight shipments involved directly in the loss event:
   - the costs of replacement transport for those passengers and freight shipments, whereby 'passengers and freight shipments involved directly in the loss event' is understood to mean those passengers and freight shipments that make use of a railway vehicle involved in the loss event as well as those passengers and freight shipments that make use of a railway vehicle that experience a comparable degree of hinder from the loss event in the sense that the consequences of the loss event for the passengers and/or freight shipments involved are the same and have been solved in the same manner. The costs of replacement transport will be calculated until the next location where transport by train can be used again, or until another location where transport by train can be used again, if these costs are lower.

e. For the financial loss consisting of the costs of temporary replacement of a railway vehicle that is not available for use, either temporarily or permanently, as a result of the loss event:
   - exclusively the reasonable costs of renting a railway vehicle during the period in which the railway undertaking does not, in all reasonableness, have another railway vehicle at its disposal for the scheduled transport.

3. The infrastructure manager is discharged from the liability referred to in paragraph 1:
   a. In case of personal injury and financial loss ensuing from the compensation owed by the railway undertaking under the terms of the CUI Uniform Rules:
      1. if the loss event was caused by circumstances outside the operations of the infrastructure manager, which the infrastructure manager, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof;
      2. insofar as the loss event can be attributed to the person who has suffered the loss;
      3. if the loss event can be attributed to the behaviour of a third party, which the infrastructure manager, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof.
   b. In case of personal injury and financial loss ensuing from the compensation owed by the railway undertaking under the terms of the CUI Uniform Rules, whereby the loss is caused by a railway undertaking or an instruction by the railway undertaking that cannot be attributed to the infrastructure manager or by circumstances that, and the consequences of which, the infrastructure manager could not avoid.
   c. In case of financial loss other than referred to in points a and b above:
      1. if the loss event can be attributed to the railway undertaking or to an instruction given by the railway undertaking that is not attributable to the infrastructure manager,
      2. if the loss event was caused by circumstances, such as force majeure or behaviour by a third party, which the infrastructure manager, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof.
4. The infrastructure manager accepts no liability for loss incurred by the railway undertaking as a result of an instruction by the infrastructure manager, which on grounds of the Access Agreement is lawful and given in accordance with the provisions of Article 16 of the General Terms & Conditions, as well as for the consequences of the application of Article 9.5 of the General Terms & Conditions.
5. The railway undertaking will not submit any claims to the infrastructure manager for compensation less than €5,000 per loss event, with the exception of those cases:
   a. in which the infrastructure manager is liable pursuant to Section 6:175 Dutch Civil Code;
   b. in which the loss results from any attributable infringement by the infrastructure manager of any statutory regulation regarding the use of the railways.
   c. as referred to in paragraph 2a, exclusively with respect to compensation to parties with which it has concluded transport agreement(s) pursuant to CIM and/or Title 8.18 Dutch Civil Code and the cause of which lies in the railways.

   The above is on the understanding that the compensation of financial loss as referred to in paragraph 2a is only requested insofar as the financial loss exceeds €5,000 per loss event.
6. The infrastructure manager is liable for or loss resulting from late, incorrect and/or incomplete information provided by the infrastructure manager in the context of an information service and/or software, insofar as the

loss results from an attributable failure on the part of the infrastructure manager to fulfil the agreed service levels of the relevant information service, as referred to in Article 8.1 of these General Terms & Conditions. The infrastructure manager does not accept any liability:

a. for indirect loss, including consequential damage, loss of profit, missed savings and loss due to stagnation in operations,
b. to the extent that the loss exceeds the amount agreed by the parties in the Access Agreement as consideration for the information service in question.

Article 19. Liability of the railway undertaking towards the infrastructure manager

1. The railway undertaking is liable to the infrastructure manager:
   a. for personal injury, namely death, or any other form of bodily or emotional harm;
   b. for property damage, namely the destruction of or damage to movable and immovable property;
   c. for financial loss;

   incurred by the infrastructure manager or its auxiliary persons during the use of the railways by the operated railway vehicles or by the transported persons or freight.
   Unless agreed otherwise in the Access Agreement, the same liability applies to the use of service facilities managed by the infrastructure manager and services provided by the infrastructure manager.
2. The liability for financial loss referred to in paragraph 1 is limited exclusively to the loss components stated below, subject to the conditions accompanying each component and with explicit exclusion of the loss of turnover and profit:
   a. for the financial loss consisting of compensation that the infrastructure manager owes to third parties:
      - exclusively the compensation which the infrastructure manager is obliged to pay to third parties pursuant to national and/or Community law or international law and within the limits and conditions of such law.
   b. for the financial loss consisting of the reasonable costs of salvage and evacuation, including the costs of temporary facilities for the personnel involved, the costs of experts, handling costs and reasonable costs for determining the liability and extent of the loss:
      - all costs incurred.
   c. For the financial loss, subject to the explicit condition that, if due to a cause attributable to the railway undertaking, traffic on the railways or a part thereof could not take place in part or full during a period of at least 8 consecutive hours, calculated from the start of the event:
      - the reasonable costs of cancellation and rescheduling of work that was planned to be carried out in the period during which the loss event hindered normal operations and which work could attributably not be carried out due to that loss event, as well as the handling costs.
3. The railway undertaking is discharged from the liability referred to in paragraph 1:
   a. In case of personal injury:
      1. if the loss event was caused by circumstances outside the operations of the railway undertaking, which the railway undertaking, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof;
      2. insofar as the loss event can be attributed to the person who has suffered the loss;
      3. if the loss event can be attributed to the acts of a third party, which the railway undertaking, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof.
   b. In case of property damage, when the damage is attributable to the infrastructure manager or to an instruction by the infrastructure manager which cannot be attributed to the railway undertaking or through circumstances that the railway undertaking could not avoid and could not prevent the consequences thereof.
   c. In case of financial loss:
      1. if the loss event can be attributed to the infrastructure manager or to an instruction given by the infrastructure manager that is not attributable to the railway undertaking;
      2. if the loss event was caused by circumstances, such as force majeure or acts by a third party, which the infrastructure manager, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof.
4. The infrastructure manager will not submit any claims to the railway undertaking for compensation less than €5,000 per loss event, with the exception of those cases:
   a. in which the infrastructure manager is liable pursuant to Section 6:175 in conjunction with Sections 8:1670 et seq. Dutch Civil Code;
   b. in which the loss results from any attributable infringement by the railway undertaking of any statutory regulation regarding the use of the railways;

   on the understanding that the compensation of financial loss as referred to in paragraph 2a is only requested insofar as the financial loss exceeds €5,000 per loss event.
5. The railway undertaking indemnifies the infrastructure manager against all claims relating to any attributable infringement by the railway undertaking of any statutory regulation.

6. In case of property damage to the railways, the settlement of benefit is only applied if the infrastructure manager actually benefits from the repair of the property damage. This is only assumed if the repair of the property damage results in the postponement, in relation to the infrastructure manager's planning, by more than five years of the first following complete renewal of the element (not being a single component) of the railways of which the repaired property is part. The infrastructure manager will, on request, provide the railway undertaking with the relevant planning. The infrastructure manager will, in case of an appeal to settlement of benefit, provide evidence of the planning.

Article 20. Liability amongst railway undertakings

1. The railway undertaking is liable towards another railway undertaking:
   a. for personal injury,
   b. for loss of and damage to property, irrespective of the ownership position,
   c. for financial loss;

   incurred by the railway undertaking or its auxiliary persons during the use of the railways by the operated railway vehicles or by the transported persons or freight.
   Unless agreed otherwise in the Access Agreement, the same liability applies to the use of service facilities managed by the infrastructure manager and the services provided by the infrastructure manager.
2. The liability for financial loss referred to in paragraph 1 is limited exclusively to the loss components stated below, subject to the conditions accompanying each component and with explicit exclusion of the loss of turnover and profit:
   a. For the financial loss consisting of compensation owed by the other railway undertaking to parties with which it has concluded transport agreements or other third parties:
      - exclusively the compensation that the railway undertaking is obliged under the terms of national, European or international law to pay to parties with which it has concluded transport agreements or other third parties;
   b. for the financial loss consisting of the reasonable costs of salvage and evacuation, including the costs of temporary facilities for the personnel involved, the costs of experts, handling costs and reasonable costs for determining the liability and extent of the loss:
      - all costs incurred.
   c. For the financial loss consisting of the costs of replacement transport in the Netherlands as well as the handling costs, subject to the explicit condition that, if due to a cause attributable to a railway undertaking, traffic on the railways or a part thereof could not take place in part or full during a period of at least eight consecutive hours, calculated from the start of the event: the charged cost of replacement transport (by third parties):
      - the costs of replacement transport, as well as handling costs;
   d. For the financial loss consisting of the costs of replacement transport in the Netherlands for passengers and freight shipments involved directly in the loss event:
      - the costs of replacement transport for those passengers and freight shipments, whereby 'passengers and freight shipments involved directly in the loss event' is understood to mean those passengers and freight shipments that make use of a railway vehicle involved in the loss event as well as those passengers and freight shipments that make use of a railway vehicle that experience a comparable degree of hinder from the loss event in the sense that the consequences of the loss event for the passengers and/or freight shipments involved are the same and have been solved in the same manner.
   e. For the financial loss consisting of the costs of temporary replacement of a railway vehicle that is not available for use, either temporarily or permanently, as a result of the loss event:
      - exclusively the reasonable costs of renting a railway vehicle during the period in which the railway undertaking does not, in all reasonableness, have another railway vehicle at its disposal for the scheduled transport.
3. The railway undertaking is discharged from the liability referred to in the first paragraph if the loss event:
   a. is attributable to the other railway undertaking or to an instructions given by the other railway undertaking which is not attributable to the railway undertaking;
   b. was caused by circumstances, such as force majeure or behaviour by a third party, which the railway undertaking, despite exercising the necessary care required under the circumstances, could not avoid and could not prevent the consequences thereof.
4. The railway undertaking will not submit any claims to another railway undertaking for compensation less than €5,000 per loss event, with the exception of those cases:
   a. in which liability is based on Section 6:175 Dutch Civil Code in conjunction with Sections 8:1670 et seq. Dutch Civil Code;
   b. in which the loss results from any attributable infringement by the other railway undertaking of any statutory regulation regarding the use of the railways.
5. This article is a third-party clause as referred to in Section 6:253 Dutch Civil Code. The railway undertaking accepts that another railway undertaking that has also accepted these General Terms & Conditions also has

the right to directly invoke the conditions in these General Terms & Conditions that are relevant to the relationship between the railway undertakings.

Article 21. Attributable failure

Without prejudice to the provisions of Title IV above, a party who attributably fails to fulfil its obligations, after having been notified of this failure and given a reasonable period to rectify the situation, but has nevertheless failed to do so, is liable for the loss incurred by the other party, on the understanding that, except in the case of intent and/or deliberate recklessness, loss of turnover or profit by the other party is not eligible for compensation. Article 18.5 and Article 19.4 of these General Terms & Conditions apply mutatis mutandis.

Article 22. Limitation of liability, prescription and force majeure

1. The liability of the parties in any form whatsoever is limited to that provided under Title IV, without prejudice to the right of the parties to demand fulfilment of the provisions of the Access Agreement and/or these General Terms & Conditions.
2. A claim by the titleholder or the infrastructure manager based on the Access Agreement and/or these General Terms & Conditions lapses three years from the date of the event that gave rise to the claim.
3. In case of the death of persons, a time limit applies of three years starting from the day after decease, but no more than five years starting from the day after the accident.
4. If the claim by the infrastructure manager is based on an event with regard to which the titleholder has recourse against the other party of a transport agreement concluded by the titleholder, the claim by the infrastructure manager on the titleholder will lapse one month before the expiry of the time limit that applies by law or treaty to the claim by the titleholder on the other party of a transport contract concluded by the titleholder.
5. If the claim by the titleholder is based on an event governed by a transport agreement concluded by the titleholder whereby the titleholder takes recourse against the infrastructure manager, the claim by the titleholder on the infrastructure manager will lapse one month after expiry of the time limit that applies by law or treaty to the claim governed by the transport agreement.
6. Prescription is suspended if one of the parties submits the dispute to a body in the sense of Article 29 or if the matter is submitted to an arbitration board.
7. The infrastructure manager and/or the titleholder are in case of force majeure not liable for any loss whatsoever. Force majeure in the sense of these General Terms & Conditions also includes the meaning given thereto by law and legal precedents. Also regarded as force mature are power failures not caused by the infrastructure manager, suicides or attempts thereto, behaviour by animals, national or local strikes or work stoppages, whether or not organised, at the company of the infrastructure manager and/or of the titleholder.
8. The provisions of paragraph 7 are without prejudice to the obligations of the infrastructure manager under Section 5 Network Infrastructure Regulations.
9. In case auxiliary persons incur losses that can be attributed to both the infrastructure manager and the titleholder, the infrastructure manager and the titleholder now for then indemnify one another against any claims by auxiliary persons for compensation insofar as such is attributable to the infrastructure manager and the titleholder, respectively. This indemnification also applies to claims for compensation that is attributable entirely to the infrastructure manager and for which the auxiliary persons bring a claim against the titleholder, and vice versa.
10. In case a scheme applies between the infrastructure manager and the titleholder for the compensation of a specific loss event, the infrastructure manager and the titleholder now for then indemnify one another against any claims by auxiliary persons engaged by the infrastructure manager and the titleholder, respectively, relating to the loss event in question.

Title V. Financial stipulations

Article 23. Charges

1. The user charges and other charges for access to and use of the railways, the related service facilities and services offered by the infrastructure manager are calculated subject to the relevant provisions of the Network Statement.
2. A user charge of nil applies for the use of the railway infrastructure for the performance of instructions by the infrastructure manager with regard to the management of the railways. Trains for which no user charge is due under the terms of this provision will receive no timetable drafting support by the One-Stop-Shop of the infrastructure manager.
3. For the purpose of establishing the user charge for the service referred to in 1(e), or the charges for 3(a), of Annex II to Directive 2012/34/EU, the titleholder shall provide the infrastructure manager or the energy purchasing organisation authorised by the titleholder with the data on the amount of traction power used. The railway undertaking authorises the infrastructure manager to verify with the traction power supplier whether the submitted invoices cover the total traction power supplied.

4. The infrastructure manager will invoice the user charge and other charges referred to in paragraph 1 per calendar month. If the infrastructure manager sends a provisional invoice, this will be followed by a final invoice within six months.
5. The final settlement of amounts due under a performance scheme will be invoiced within two months of expiry of the period to which the performance scheme relates.
6. The invoiced (user) charge is not eligible for set-off in the sense of Section 6:127(2) Dutch Civil Code, with the exception of the set-off of undisputed claims and claims based on a decision by a court of law or arbitration board.
7. The infrastructure manager may in case of reasonable doubt about the solvency of the titleholder at all times demand that the titleholder issue a financial guarantee in the sense of the Implementing Regulation (EU) 2015/10 as security for fulfilment of its financial obligations under the Access Agreement and the General Terms & Conditions, as referred to in this article.
8. The costs of the security referred to in the previous paragraph are borne by the titleholder.

Article 24. Payment conditions

1. The titleholder and the infrastructure manager will pay the amounts owed by virtue of the Access Agreement and these General Terms & Conditions no later than 30 days after receipt of the invoice. In case of non-cash transfers, the date of receipt by the recipient's bank is regarded as the date of payment.
2. If the infrastructure manager or the titleholder fail to pay the amounts due under the Access Agreement and these General Terms & Conditions in the manner set out above, and the failure is due to a cause attributable to the infrastructure manager or the titleholder, the amount due is increased by statutory interest in accordance with Section 6:119a Dutch Civil Code, calculated from the final day on which payment should have been made.
3. All amounts due under the Access Agreement and/or these General Terms & Conditions are stated in euro and exclusive of VAT.
4. Objections against the amount of the final invoice will be submitted in writing within two months of receipt of the invoice. On expiry of the aforementioned term, the parties lose their right to appeal against the amount of the invoice. Systematic defects that come to light during the handling of a timely submitted objection against an invoice will, however, also lead to the recalculation of earlier invoices for which the term of objection has already expired. This paragraph does not apply to invoices submitted with a view to acquiring compensation.
5. Following an objection as referred to in the fourth paragraph, the parties are authorised to suspend payment until the other party has voiced its opinion on the validity of the objection. In case of partial dispute of the invoice, the undisputed part of the invoice will be settled within the term of payment.
6. In deviation of the provisions of the first paragraph, invoices for compensation as referred to in Title IV will be paid within 30 days of the amount of the compensation has been determined and notified to and acknowledged by the debtor. In deviation of paragraph 2, amounts due in compensation are subject to statutory interest in accordance with Section 6:119 Dutch Civil Code.
7. If the titleholder exceeds the term mentioned in Article 24.1 General Terms & Conditions two consecutive times after being invoiced by the infrastructure manager, the infrastructure manager shall notify the titleholder. The titleholder will pay these amounts due regarding the (user) charge to the infrastructure manager within five working days after this notification by the infrastructure manager. If the infrastructure manager has not received this payment from the titleholder within five working days, the titleholder will pay the (user) charge for the remaining term of the agreement to the infrastructure manager on the basis of advance invoices.[208] This means that from that time onwards, the infrastructure manager will send the titleholder an advance note regarding the (user) charge, being the estimated amount of the (user) charge that the titleholder will owe to the infrastructure manager on a monthly basis for the month immediately following and the months thereafter during the term of the Capacity Agreement. The amount of the advance invoice will be paid by the titleholder to the infrastructure manager within the payment term stated on the advance invoice, whereby the payment term is at least 10 working days. The amount of the advance invoice will be offset against the amount that the titleholder owes the infrastructure manager on a monthly basis.

Title VI. Suspension and termination of Access Agreement

Article 25. Suspension of Access Agreement

1. The infrastructure manager and/or the titleholder can suspend performance of the Access Agreement in full or in part on grounds of Section 6:52 Dutch Civil Code.
2. The infrastructure manager can suspend performance of the Access Agreement in full or in part following a report as referred to in Article 7.2 or after receipt of the Minister's decision to withdraw the documents

[208] In accordance with section 5.9 *Invoicing* of the Network Statement in conjunction with Article 23.7 of the General Terms & Conditions: In case of reasonable doubt as to the solvency of the railway undertaking, an advance invoice may be sent in accordance with Article 23.7 of the General Terms & Conditions and Implementing Regulation 2015/10.

referred to in Article 7.2 or if the railway undertaking cannot submit a valid proof of insurance within the meaning of Section 55 Railways Act. The infrastructure manager will first exercise the right of suspension after having notified the titleholder that and on what grounds the suspension will take place.

3. In case of payment by the titleholder after the term referred to in Article 24.1 of these General Terms & Conditions, the infrastructure manager may only suspend performance of the Access Agreement if the titleholder has exceeded the payment term for two successive periodic payments or for two payments within twelve months.
4. In the event that the titleholder exceeds the payment term of an advance invoice, the infrastructure manager may exercise the right to suspend the implementation of the Access Agreement after the infrastructure manager has notified the titleholder in writing that and on what grounds the suspension is taking place and if, after 5 working days from the date of the aforementioned written notification, the payment of the relevant advance invoice has not been made to the infrastructure manager.
5. During the suspension, the titleholder and the infrastructure manager are obliged to take appropriate measures to prevent and limit the occurrence of loss.
6. The suspension ends on the lapse of the reason for suspension and the suspending party has received notification thereof from the other party. The titleholder can again exercise its full claim to the agreed capacity from no later than the fourth day after ending of the suspension.

Article 26. Termination by the infrastructure manager

1. The infrastructure manager can, without prior notice of default or judicial intervention, effect immediate termination of the Access Agreement by registered letter if:
   a. The infrastructure manager is no longer a infrastructure manager in the Netherlands as referred to in Article 3(2) Directive 2012/34/EU;
   b. The infrastructure manager is declared bankrupt or insolvent;
   c. The infrastructure manager is granted a moratorium;
   d. The titleholder has during a period of at least one year not used the allocated capacity;
   e. The titleholder is no longer authorised to participate in train traffic;
   f. The titleholder has payment arrears:
      i. during two successive instalments and for an amount larger than the payments referred to in Article 23 for one month;
      ii. during more than two instalments and for an amount equal to the payments referred to in Article 23 for two months;
   g. The titleholder defaults on a significant contractual obligation, which concerns the safety of persons or goods, including freight loads;
   h. the auxiliary persons or the railway vehicles to be used no longer meet the applicable safety requirements.
2. The infrastructure manager can terminate the Access Agreement by registered letter subject to a notice period of two months, in case of:
   a. a mandatory change in the relevant regulations, the consequences of which could not be foreseen, which prejudice the obligations of the infrastructure manager and hinder the infrastructure manager in the fulfilment of its obligations;
   b. The titleholder deliberately defaults or acts in gross negligence with regard to essential contractual obligations other than those referred to in paragraph 1g.
3. If performance of the Access Agreement is suspended on grounds of Article 25.1 of these General Terms & Conditions, the infrastructure manager can, after granting the titleholder a reasonable period to rectify the situation, terminate the Access Agreement if the titleholder remains in default.

Article 27. Termination by the titleholder

1. The titleholder can, without prior notice of default or judicial intervention, effect immediate termination of the Access Agreement by registered letter if:
   a. The infrastructure manager is no longer a infrastructure manager in the Netherlands as referred to in Article 3(2) Directive 2012/34/EU;
   b. The infrastructure manager is declared bankrupt or insolvent;
   c. The infrastructure manager is granted a moratorium;
   d. The infrastructure manager defaults on a significant contractual obligation, which concerns the safety of persons or goods, including freight loads;
2. The titleholder is entitled to terminate the Access Agreement, subject to a notice period of two months, in case of:
   a. a mandatory change in the relevant regulations, the consequences of which could not be foreseen, which prejudice the obligations of the titleholder and hinder the titleholder in the fulfilment of its obligations;
   b. The infrastructure manager deliberately defaults or acts in gross negligence with regard to other essential contractual obligations.

3. In cases other than those referred to in the first two paragraphs, the titleholder can terminate the Access Agreements by registered letter, subject to the notice period stated in the Access Agreement.
4. If performance of the Access Agreement is suspended on grounds of Article 25.1 of these General Terms & Conditions, the titleholder can, after granting the infrastructure manager a reasonable period to rectify the situation, terminate the Access Agreement if the infrastructure manager remains in default.
5. If the infrastructure manager changes the Access Agreement and/or General Terms & Conditions, the titleholder can, if it objects to the change, terminate the Access Agreement, subject to a notice period of three months from the moment the change comes into effect.

Article 28. Compensation on termination of the Access Agreement

No compensation whatsoever is payable in case of termination of the Access Agreement under Title VI, except in the case of termination on grounds of a moratorium, bankruptcy or attributable failure.

Article 29. Scope, applicable law and resolution of disputes

1. These General Terms & Conditions are applicable to Access Agreements.
2. The Access Agreement and the General Terms & Conditions are governed by Dutch law, including international treaties applicable in the Netherlands, in particular the COTIF 1999 with annexes.
3. All disputes, with the exception of those ensuing from Section 61 Railways Act and the Order in Council based thereon, ensuing from the Access Agreement and/or these General Terms & Conditions, which the parties cannot settle amicably will be submitted to the competent civil court in Rotterdam or to a committee appointed by the parties in which the parties appoint an equal number of members, which committee is charged with assessing whether an amicable settlement can be reached between the parties.
4. In deviation of paragraph 3, the parties can agree that the disputes as referred to same paragraph will be solved in accordance with the applicable regulations of the Netherlands Arbitration Institute. The arbitration board, which will decide in accordance with the law, can consist of one or three arbitrators. The arbitration will be held in Utrecht.
5. Paragraphs 1 to 4 of this article are without prejudice to Section 71 Railways Act.

Appendix 6 List of related documents on the Logistics Portal

1. Aandachtspunten omgevingsvergunning Milieu
   Points of attention for the environmental permit

2. Aanmeldingsformulier hijswerkzaamheden
   Application form hoisting operations

3. Aanmeldingsformulier hijswerkzaamheden RID-wagens
   Application form hoisting operations RID wagons

4. Aanvraagformulier diensten en dienstvoorzieningen op emplacementen
   Application form services and service facilities at rail yards

5. Aanvraagformulier voor gebruik heuvelsporen in combinatie met heuvel- en rangeervoorzieningen Kijfhoek
   Application form for use of hump tracks in combination with Kijfhoek hump and shunting facilities

6. Afwegingskader Versperringen 2025
   Assessment framework for blockages 2025

7. Bepalen van de Nuttige en Fysieke Spoor-,Perronlengte in de ontwerpfase
   Determining the effective and physical track & platform length in the design phase

8. Berekening gebruiksvergoeding 2026 - 2029
   Calculation user charge 2026 - 2029

9. Boek van Europese en Nationale Instructies
   Book of European and National Instructions

10. Calamiteitenplannen en Veiligheidsinformatie tunnels en emplacementen
    Calamity plans and safety information tunnels and rail yards

11. Capaciteitsverdelingsdocument Beheer
    Capacity allocation for management document

12. Capaciteitsverdeling rangeerheuvel Kijfhoek (heuveltopsporen 231 en 232)
    Capacity allocation Kijfhoek shunting hump (hump top tracks 231 and 232)

13. Checklist Milieu
    Environmental checklist

14. Corridorboeken
    Corridor books

15. Donna Lokale Bijzonderheden
    DONNA local particulars

16. Format te leveren informatie gebruik rangeerheuvel en verdeelsporen Kijfhoek
    Format for the provision of information to use Kijfhoek shunting yard and splitting tracks

17. Format te leveren kenmerken materieel
    Format for the provision of rolling stock characteristics

18. Gebruikersprocessen ERTMS
    ERTMS user processes

19. Gebruiksbeperkingen als gevolg van verkorte remafstanden
User restrictions due to shortened braking distances

20. Gebruiksvoorschrift Buitengewoon Vervoer GVS00094
User instructions Exceptional Transport GVS00094

21. Gebruiksvoorschrift Remslof Verdeelsporen Kijfhoek GVS00109
User instructions Kijfhoek splitting tracks brake shoe GVS00109

22. Grensbaanvakovereenkomst Bad Bentheim - Oldenzaal
Border route section agreement Bad Bentheim - Oldenzaal

23. Grensbaanvakovereenkomst Gronau – Enschede
Border route section agreement Gronau – Enschede

24. Grondslagen gebruiksbeperkingen
Principles for user restrictions

25. Handboek Incidentmanagement Rail
Rail Incident Management Manual

26. Handleiding aanleveren beladinggegevens VL-PRC331
Manual for supplying load specifications VL-PRC331

27. Handleiding depotvoeding
Depot power supply manual

28. Handleiding vulhydrant
Filler hydrant manual

29. Incidentele Onttrekkingen Jaardienst 2027
Incidental TCRs 2027 timetable

30. Informatie (met betrekking tot de infrastructuur) die bij ProRail kan worden opgevraagd
Information (relating to infrastructure) that can be requested from ProRail

31. Infratekeningen met beschikbare opstelterreinen en bijbehorende voorzieningen
Infrastructure drawings showing available stabling yards and associated facilities

32. Instructie voor personeel bij betreden van verdeelsporen (spoor 105-148) Kijfhoek
Instructions for personnel accessing splitting tracks (tracks 105-148) Kijfhoek

33. Kaders Integratielab ERTMS (PREI)
Framework ERTMS Integration Lab (PREI)

34. Krappe boogstralen en aanbevolen maatregelen
Tight curve radii and recommended measures

35. Lijst van Verkortingen (BID00011)
List of abbreviations (BID00011)

36. Lokale bijzonderheden emplacementen
Local particulars rail yards

37. Lokale bijzonderheden voor vervoerders Rangeerheuvel Kijfhoek
Local particulars for railway undertakings at Kijfhoek shunting hump

38. Maatregelen overbelastverklaring 80-weekse 2025 -2026 Emmerich – Oberhausen DB InfraGO
Congestion statement measures 80th week 2025 -2026 Emmerich – Oberhausen DB InfraGO

39. Matrix TreinIncident Scenario's (TIS)
Matrix Train Incident Scenarios (TIS)

40. Middellangetermijnproces (MLT)
Medium-term process (MLT)

41. Normen voor een veilige en uitvoerbare dienstregeling
Standards for a safe and feasible timetable

42. Normtijden Botlek Theemsweg-Merseyweg
Norm times Botlek Theemsweg-Merseyweg

43. Nutzungsvorgaben für die als temporär überlastet erklärten Schienenwege während der ABS-Maßnahme Oberhausen – Emmerich (2025 und Halbjahr 2026)

44. Objectgebonden risicodossier emplacement Kijfhoek
Object-related risk file Kijfhoek marshalling yard

45. Omgevingsvergunningen en -meldingen Milieu
Environmental permits and notifications

46. Overzicht Functionaliteitswijzigingen en Indienststellingsdata infraprojecten
Overview of functionality changes and commissioning dates for infrastructure projects

47. Overzicht Niet-Centraal Bediende Gebieden (NCBG)
Overview of locally controlled areas (NCBG)

48. OVS00012 Tractie-energievoorziening 1500V DC
OVS00012 Traction power supply 1500V DC

49. OVS00056-6.1 Baan en Bovenbouw Wissels en kruisingen
OVS00056-6.1 Track and Superstructure Switches and crossings

50. OVS00067 Reizigersperrons
OVS00067 Passenger platforms

51. Perron- en spoorlengten
Platform and track lengths

52. PRC00200 Risicoanalyse en risicocompensatie overwegveiligheid
PRC00200 Risk Analysis and Risk Compensation for Level Crossing Safety

53. Procedure aanvragen internationaal treinnummer
Procedure for requesting an international ad hoc train number

54. Procedure Buitengewoon Vervoer
Exceptional Transport procedure

55. Procedure Testtreinen en andere speciale treinen
Procedure for test trains and other special trains

56. Procedure voor het uitvoeren van noodherstel aan spoorvoertuigen op de hoofdspoorweginfrastructuur

Procedure for performing emergency recovery of railway vehicles on the main railway network

57. Procedure voor (tijdelijk) heuvelen met handmatige bediening van de locomotief
Procedure for (temporary) hump shunting with manual locomotive control

58. Procedure vrijstelling taalniveau B1 voor machinisten op grensoverschrijdende baanvakken
Procedure for exemption from language level B1 for drivers on cross-border route sections

59. Procedureboek Capaciteit voor Beheer
Capacity management procedure book

60. Procesafspraken afwijken op nuttige lengte
Process agreements deviation from effective length

61. Remtabellen en verkorte remafstanden (inclusief bijlagen 1 en 2)
Braking tables and reduced braking distances (including Appendices 1 and 2)

62. Reparatiesporen
Repair tracks

63. Richtlijnen gedragsregels op spoorwegterreinen RLN00300
Conduct guidelines at rail yards RLN00300

64. Risico-inventarisatie en -evaluatie (RI&E) operationele processen rangeerheuvel Kijfhoek
Risk inventory and evaluation (RI&E) operational processes Kijfhoek shunting hump

65. Risicomodel Perronveiligheid
Platform safety risk model

66. RLN00414 Toets constructieve veiligheid bestaande baanlichamen
RLN00414 Test of structural safety of existing trackbeds

67. Spelregels capaciteitsreservering ten behoeve van besloten personenvervoer in de ad-hoc verdeling
Capacity reservation for private passenger transport in the ad hoc phase

68. Spooraansluitingen
Connecting tracks

69. Sporendatabase

70. Startdocument jaardienstverdeling 24 x 7 patroonplanning
Start document timetabling process 24 x 7 BIT planning

71. TijdRuimteSlots (TRS) Afrekensporen
TimeSpaceSlots (TRS) settlement tracks

72. Toelatingseisen materieel rangeerheuvel Kijfhoek
Rolling stock access requirements Kijfhoek shunting hump

73. Toetsen van Productstappen binnen het MLT-proces
Testing product steps within MLT process

74. Transferissues bij ontwerp dienstregeling 2025-2026
Transfer issues in timetable design 2025-2026

75. Wijze van vaststellen ad-hoccapaciteit
Method of determining ad hoc capacity

Appendix 7 Operating licences and transport market access (section 3.2.2)

Operating licences
On grounds of the Railways Act, only undertakings in possession of a valid operating licence can make use of the main railway network.[209] Depending on the nature of the operating activities of the railway undertaking in question, certain requirements may or may not be deemed applicable, as set out in the table below.

Type of operating licence	Applicable requirements in terms of:		
	Professional competence[210]	Good name[211]	Financial strength[212]
Operating licence in the sense of Directive 2012/34/EU, Chapter III	Yes	yes	yes
Limited operating licence exclusively for: • Shunting work. • Performing own transport. • Traffic participation without transport activities.[213]	Yes	no	no
Limited operating licence exclusively for[214]: • Use of the main-line railway for station facilities only or exchange facilities within the boundary of a rail yard. • Use of the decommissioned main-line railway with self-propelled equipment or other comparable railway vehicle to carry out work on or near the main railway network.	No	no	no

Transport licence
By law, market access regulations apply to the provision and delivery of transport services by rail.

These provisions are summarised below per transport market segment. Cross-border transport refers to transport to or from other EU member states or countries that comply with EU regulations and are connected to the European rail network.

a. Public transport:
   - Public passenger transport with trains exclusively stopping at stations in the Netherlands:
     – Transport concession pursuant to Passenger Transport Act 2000, whereby the right to provide transport services is limited to the transport services described in the concession.
   - Public transport by train, by a passenger transport service that does not form part of a concession as referred to in Section 20(1,4) Passenger Transport Act 2000:
     – The railway undertaking shall no later than eighteen months before the start of the timetable year in which the transport will commence notify the Consumer & Market

209 Section 27(2)(a) Railways Act.
210 Professional competence as referred to in Section 6 Operating Licence and Safety Certificate (Main Railway Network) Decree.
211 A railway undertaking possesses a good name if it meets the requirements set out in Section 3 Operating Licence and Safety Certificate (Main Railway Network) Decree.
212 Financial strength as referred to in Section 5 Operating Licence and Safety Certificate (Main Railway Network) Decree.
213 Section 8(1) Operating Licence and Safety Certificate (Main Railway Network) Decree.
214 Section 8(2) Operating Licence and Safety Certificate (Main Railway Network) Decree.

Authority (ACM) and ProRail of its intention to request capacity for transport; this duty of notification also applies to changes in transport.[215]

- The right of access to railway infrastructure may be restricted by the ACM for passenger transport between a given point of departure and a given destination when:
  a. One or more concessions have been granted for the same route or for an alternative route, and
  b. The exercise of the right of access would compromise the economic equilibrium of the concession or concessions in question.
- The international passenger service can be excluded or limited if the ACM, pursuant to Implementing Regulation (EU) no. 869/2014, decides on handling the application that the transport service would compromise the economic equilibrium of transport services provided under a concession in the sense of Section 20(1) or (4) Passenger Transport Act 2000.

b. Passenger transport, other than public transport under a regular timetable:
   - Open market access, no restrictions for transport between stations in the Netherlands or cross-border transport to/from one or more stations in the Netherlands.

c. Freight transport:
   - Domestic and cross-border freight transport: open market access, without restrictions.

d. Non-carrying train traffic (trial runs, empty rolling stock movements, etc.):
   - Open market access, without restrictions.

[215] Section 57(4,5) Railways Act.

Appendix 8 Provision of data and reports (sections 2.4.3, 3.4.1 and 3.4.6)

1. Information relating to handling and stabling

For the utilisation of rail yards up to ten years into the future, ProRail offers railway undertakings the opportunity to communicate both their future intended use and their current use of the allocated infrastructure, so that ProRail can take this into account when building infrastructure at rail yards. The (Excel)format in which this data can be submitted is available from ProRail at DG-BODI@prorail.nl. The capacity needs and analyses in the area of handling and stabling can be viewed through the Handling and Drafting Data Information (BODI) ICT service, see Appendix 23 item 5.2.

2. Reports

In order to comply with statutory obligations and to implement the management concession, ProRail draws up reports of noise emissions and the external safety risks related to use of the railway infrastructure. In addition, ProRail requires transport information from the railway undertaking in the context of the assessment of transfer safety. Railway undertakings shall to this end provide ProRail with information relating to their operational activities. The required information is further described in item 2.1 of this appendix. To limit the administrative burden on railway undertakings, ProRail will in drawing up the reports make as much use as possible of information that has already been collected and stored in ProRail systems for other purposes. ProRail will only submit a separate supplementary request to the railway undertakings for provision of information that ProRail has not been able to collect itself.

ProRail will in all cases that concern reports prescribed by law, and in those cases that ProRail cannot provide the necessary information, request the railway undertakings to provide the correct or additional information. The railway undertaking shall within the set response time provide the requested supplements and corrections thereby enabling ProRail and the railway undertaking to fulfil the obligations described by law or the permits.

Section 2.2 of this appendix describes the information on types of railway vehicles that railway undertakings must provide to ProRail.

2.1 Reports on external safety, noise emissions and transport data

The reports and transport data to be provided by railway undertakings to ProRail will comprise:
1. Reports with regard to external safety risks on route sections.
2. Reports with regard to external safety risks at rail yards (standard situation).
3. Reports with regard to external safety risks at rail yards (exceptional situation).
4. Reports with regard to noise emissions on route sections.
5. Reports with regard to noise emissions at rail yards (exceptional situation).
6. Transport information per station relationship.
7. Transport information per train.

2.1.1 External safety on route sections

In drawing up the periodic reports with regard to the external safety relating to the transport of dangerous goods on route sections, ProRail makes use of the information provided by the railway undertakings via the WLIS system (wagon load information system) as part of their obligations under Section 4 Rail Traffic Decree.

In the report, ProRail shall use classifications according to risk categories in accordance with classifications in the Regulations governing the international carriage of dangerous goods by rail (RID).

2.1.2 External safety at rail yards (standard situation)

Rail yards that according to current environmental permits are authorised to handle shipments of dangerous goods are subject to an annual reporting obligation. In drawing up these reports, ProRail uses information provided by the railway undertaking via the WLIS system as part of their obligations under Section 16(1) Rail Traffic Decree.

ProRail may request railway undertakings to provide specific additional information regarding operations performed per rail yard per year:

- Shunting movements: the number of tank wagons/containers involved in shunting operations (separation/coupling of train sets, travel at rail yards).
- Stabling: the number of wagons/containers stabled at rail yards.

The process below applies to requests for additional information.

- ProRail will provide railway undertakings that, according to the registrations in WLIS, perform arrival and/or departure operations involving trains with wagons/containers loaded with dangerous goods with a specification of the number of loaded wagons/containers with dangerous goods forming part of their trains arriving at or departing from the rail yard in question. The railway undertaking will - following any corrections or supplements - complete the statement with information on the operations.
- In this statement, ProRail will use classifications according to risk categories in accordance with classifications in the Regulations governing the international carriage of dangerous goods by rail (RID).
- The railway undertaking will organise its operating processes in such a manner that the requested information can be provided.
- The railway undertaking will deliver this information within one month of ProRail making the statement available.

2.1.3 External safety at rail yards (exceptional situation)

For a number of rail yards, stricter reporting requirements are prescribed in the environmental permit. Supplementary requirements may be imposed on those rail yards. Further information on the obligations applicable at rail yards where a deviating report is prescribed is available on the Logistics Portal.

2.1.4 Noise emissions by train traffic

ProRail will monitor noise production ceilings annually (per calendar year). ProRail is moreover required under the terms of the Management Concession to prepare a 5-yearly Noise Map for the Minister.[216] To fulfil this obligation, ProRail requires data from railway undertakings on the average realised running and composition of trains during the day, evening and night periods in the calendar year on route sections and rail yards. ProRail will, at the request of the railway undertakings, strive to acquire as much of this data as possible from its own systems. The railway undertakings are responsible for the data.

2.1.5 Noise emissions by train traffic (shunting) at rail yards (exceptional situation)

A specific reporting obligation is stated in the environmental permit for the Oss – Elzenburg rail yard. The railway undertaking will keep records of all shunting movements.

[216] See section 2.4.2.3 Noise of trains on route sections and rail yards.

2.1.6 Transport information per station relationship

ProRail is responsible for the management of the main railway network and handles related capacity assessment, design and investment issues. In order to perform these tasks, ProRail requires transport data in the form of station relationship matrices. Further agreements on the form in which this information is provided to ProRail can be made in the Access Agreement.

2.1.7 Transport information per train

ProRail is responsible for transfer safety on the main railway network. In order to assess the safety risks for passengers on platforms, ProRail requires information on the number of boarding and disembarking passengers at each station and platform, preferably per individual train and enriched with information about railway vehicles and time. Further agreements on the form in which this information is provided to ProRail can be made in the Access Agreement.

2.1.8 User information Kijfhoek shunting hump

ProRail is responsible for the efficient use of (scarce) infrastructure. In order to assess the efficient and effective use of the Kijfhoek shunting hump, ProRail requires information on the manner and intensity of the use of the infrastructure that is part of the shunting hump. This also applies to the use of splitting tracks, without making use of the shunting hump functionality. It is up to the users of the Kijfhoek shunting hump to provide this information. In addition, providers of rail-related services at the shunting hump (see section 7.3.5.2.2 *Kijfhoek shunting hump*, item 5.1 Legal requirements) will report transparently on the degree to which customers' requests are accepted in accordance with the request and are performed. The Logistics Portal includes a format with a specification of the data to be delivered *('Format for providing information on the use of the Kijfhoek shunting hump and splitting tracks')*.

2.2 Reports on passenger stock and locomotives

The reports on passenger stock and locomotives provided by the railway undertakings to ProRail[217] will include the particulars of vehicle types being used on the railway infrastructure managed by ProRail, as well as the particulars of overhauled vehicle types of which the (original) particulars have changed.

The Logistics Portal includes a format with a specification of the information to be provided (*Format for providing rolling stock characteristics*). This concerns information for:

1. *Capacity allocation systems*
   The capacity allocation systems make use of a rolling stock database. The rolling stock database is also used for the calculation of running times. In the absence of such information, a railway undertaking may request the use of data already available in the rolling stock database. ProRail will, if possible, comply with such as request, whereby any damage, either tangible or intangible, resulting from the use of these data will be at the expense and risk of the railway undertaking concerned. The data must be submitted at least six months before the railway vehicles are put into service.
2. *Analysis of the traction power supply system*
   The traction power supply system will be suitable for railway vehicles powered by electricity. To this end, analyses are carried out whereby the specifications of this rolling stock are required. The data must be submitted at least six months before the railway vehicles are put into service.
3. *Control of noise emissions*
   When new or overhauled passenger stock or locomotives are granted access to the main railway network in the Netherlands, the railway undertakings operating these railway vehicles will provide

[217] See section 2.4.2.3 Noise of trains on route sections and rail yards.

ProRail with noise emission data on these vehicles within three months of taking them into use. This applies:

- to railway vehicles for which no type approval and admissions certificate has been issued on 1 January 2008, and
- to railway vehicles to which after 1 January 2008 physical changes have been made with significant consequences in terms of noise emissions.

In case of passenger stock and locomotives used on the open track, the emission data shall be gathered and reported in accordance with Procedure A of the CROW publication Technical Regulation Emission Methods 2006.[218] For freight stock, a distinction is made between quiet and non-quiet freight wagons.

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.

3. Capacity requests Kijfhoek rail yard

When submitting a capacity request for the Kijfhoek rail yard and the Kijfhoek shunting hump, the titleholder will provide the following specific information:

The complete logistics plan for the use of the Kijfhoek shunting hump (or an alteration thereto in the ad hoc allocation phase) that is to be offered to the market and for which capacity is also requested for running trains on the network, broken down into feeder trains (from and to customers) and line-haul trains (direct connections between Kijfhoek and foreign sorting stations, rail yards and other destinations). The request for capacity for the use of the hump system in combination with the use of the splitting tracks, shall be made in the form of an integral capacity request, containing a request for the use of arrival tracks, hump tracks, splitting tracks and possibly departure tracks.

In addition to the above information, a number of details at train level shall be provided with an application.

With regard to arrival trains:

- The connections schedule desired (at least four hours) - and the associated departure trains.

With regard to departure trains:

- The customer destinations and/or wagon groups.

ProRail requires the above information in order to draw up a basic plan for splitting and prioritising at the Kijfhoek shunting hump. The allocation of access to the hump system will be laid down in a basic plan with the required use of the arrival, hump, splitting and departure tracks.

4. Data exchange in the context of ERTMS chain management

For effective ERTMS chain management, it is necessary for parties to be able to jointly identify the causes of performance problems so that ERTMS operational performance can be improved on this basis. This requires, among other things, the structured exchange of relevant train data, such as JRU, ARR and RTM data. Currently, there is a lack of standardisation and data is often not directly available to railway undertakings. This causes the necessary data exchange to stagnate. In the long term, it is necessary to agree on workable and standardised arrangements for data exchange. In close cooperation with the parties involved, steps are being taken to determine the conditions under which workable and standardised agreements for data exchange can be established. Until then, occasional

[218] Reference to this publication is made by Annex IV of the Environmental Regulations.

data exchange will take place in consultation between ProRail and railway companies, and exploratory searches will be conducted for solutions that add value.

Appendix 9 Route sections with user restrictions (section 2.4.1)

Stated in this appendix are the route sections on which, in deviation of the interoperability principle, a certain type of traffic or transport is excluded. Additionally, the use of route sections may also be subject to other restrictions not stated in this appendix, such as speed restrictions or restrictions in choice of route, which are however not of an exhaustive nature. ProRail will on request provide railway undertakings with further information on all current functional/TCRs on the use of route sections and rail yards. If possible, principles for user restrictions are published on the Logistics Portal.

No.	Route section	Structure	User restrictions
1	Riekerpolder Aansluiting – Hoofddorp	Schipholspoortunnel	Local restriction on freight transport: freight transport is not permitted, with the exception of work and maintenance trains.
2	Den Haag Moerwijk – Delft Aansluiting	Spoortunnel Rijswijk	Local restriction on freight transport: no transport of dangerous goods permitted. Exception: the transport of batteries to and from the Leidschendam-Voorburg workshop is permitted.
3	Barendrecht Aansluiting – Kijfhoek Aansluiting Noord	Freight tracks (BE, CE and DE) in Barendrecht underpass	Passenger transport is not allowed, with the exception of escorted military transport.
4	Valburg – Nijmegen Betuweroute	Track in connecting curve near Elst direction Nijmegen (vice versa)	The connecting curve is not in use.
5	Rotterdam Lombardijen – Kijfhoek Aansluiting Noord	Passenger tracks (HJ, JJ, KJ and LJ) in Barendrecht underpass	Tracks to be used exclusively by trains for: • Passenger transport • Transfer of empty passenger stock • Runs with light locomotives • Transfer of maintenance machines (without freight wagons) • Measurement journeys • Work trains for local works
6	Betuweroute (A15 route and Havenspoorlijn)	• Botlektunnel • Sophiatunnel • Giessentunnel • Tunnel Pannerdensch kanaal • Tunnel Zevenaar	Passenger transport is not allowed, with the exception of escorted military transport.
7	Santpoort Noord – Beverwijk	Velserspoortunnel	Local restriction freight and passenger traffic: freight trains and passenger trains cannot be in the tunnel at the same time. The rationale for this restriction can be found on the Logistics Portal.

Passenger transport restrictions
The railway tracks below can only be used for trains for the purpose of passenger transport after prior consultation with ProRail, see section 2.4.1 *Specialised railway infrastructure* (requests must be submitted to ProRail's One-Stop-Shop Exceptional Transport (OSSBV) (for contact details see section 4.2.4 *One-Stop-Shop*).

Railways between the locations	Railways at the following locations
Haren – Waterhuizen Amersfoort – Leusden Nootdorp – Leidschendam werkplaats Lage Zwaluwe – Moerdijk Lage Zwaluwe – Oosterhout Weststad Lewedorp – Sloehaven Terneuzen – Sas van Gent Grens Terneuzen Aansluiting – Axel Aansluiting Sluiskil Aansluiting – Sluiskil Weert – Budel Grens Sittard – Born Maasvlakte – Kijfhoek (forming part of Havenspoorlijn) Kijfhoek – Zevenaar (A15 route)*	Haven van Amsterdam, Westelijk Havengebied Haven van Amsterdam, Hemhaven Haven van Amsterdam, Houtrakpolder Utrecht, Industrieterrein Lage Weide Delfzijl, trunk line Havenschap Dordrecht, Zeehaven Dordrecht, Industrieterrein De Staart Maastricht, Beatrixhaven Eemshaven Industrie Almelo Dollegoor Arnhem Goederen Vlissingen, Sloehaven Zwijndrecht, Groote Lindt Roosendaal, Industrieterrein Alphen aan den Rijn, Industrieterrein Rijnhaven Tilburg, Loven Venlo, Tradeport Almelo, Bedrijvenpark Twente Oss Elzenburg

* This prior consultation does not apply to international passenger transport to the extent permitted, on the A15 route section between Meteren and Elst (vice versa) in the event of planned works and in the event of calamities on the Utrecht - Arnhem route section (vice versa) that are rerouted, whether or not systematically.

It is not permitted on the rail yards on the Betuweroute (A15 route and Havenspoorlijn) to let passengers board and disembark unless evacuation is necessary in the context of incident response (fire in train and/or stranded train).

Appendix 10 Infrastructure projects and studies (section 2.6)

This appendix consists of three parts:

1. *Infrastructure projects*
   The infrastructure projects involve extensions or improvements of the railway infrastructure that are expected to become available for use in the period up to and including 2033.

2. *Infrastructure studies*
   The infrastructure studies are study projects that ProRail carries out in order to map out traffic developments in the medium term and the required infrastructure. This is done within the framework of the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT) of the Ministry of Infrastructure and Water Management, among other things.

3. *Performance of capacity-enhancement plans*
   Capacity enhancement plans result from infrastructure congestion statements. Provided below is an overview of the congestion statements and the resulting measures. Titles in the table have the meaning below.
   - Bottleneck: the cause of the congestion statement.
   - Measure: a description of the measure included in the capacity-enhancement plan.
   - Status: the project phase of the measure.
   - Ready for operation: the date on which the measure, according to current insight, is ready for operation.

   Where it is ascertained that the bottleneck is removed within a current project, the status and the ready for operation date are indicated for the project.

1. Infrastructure projects

An overview of all infrastructure projects and their planned commissioning dates - the '*Overview of functionality changes and commissioning dates*' - can be found on the Logistics Portal. This overview is updated every quarter.

2. Infrastructure studies

ProRail makes an inventory of potential future capacity bottlenecks on the main railway network and performs studies that result in proposals to prevent congestion in the future. This activity ensues from the Management Concession, which states: 'Included under this care is the preparation and performance of the expansion of the main railway network'.[219]

Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT)
The infrastructure studies are study projects that ProRail carries out in order to map out traffic developments in the medium term and the required infrastructure. In most cases, this is commissioned by the Ministry of Infrastructure and Water Management as part of the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT). This involves close cooperation with key stakeholders, such as provinces and/or municipalities, port companies, and railway undertakings.

MIRT studies
For an overview of current studies commissioned by the Ministry of Infrastructure and Water Management within the framework of the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT), refer to the MIRT- Overview 2026, the annual explanatory notes to the budget of the Ministry of Infrastructure and Public Works. Below is a list of projects that are in the research or study phase and can be found under this name in the MIRT Overview. This overview provides more information about the tasks and solutions. The areas used in the MIRT may differ in scope from the areas used by ProRail.

MIRT programmes or projects in progress
When measures are needed and a (realisation) budget is available for those measures, a project is included in the Multi-Year Programme for Infrastructure, Spatial Planning and Transport. In most cases, the studies lead to concrete realisation programmes or projects. The MIRT consultation below also indicates which projects are already under construction. For the latest status regarding the MIRT implementation projects, see the '*Overview of functionality changes and commissioning date*' on the Logistics Portal.

Overview of MIRT projects (source: MIRT Overview)

Project/programme description	Area	Phase
Cross-border rail transport	National	Planning and studies
740m train length programme	National	Planning and studies
High-frequency rail transport programme	National	Planning and studies
Rail capacity 2030	National	Planning and studies
East and Southeast freight transport corridors programme[220]	National	Programme

[219] Article 2(2) Management Concession 2015 - 2025.
[220] According to the MIRT Overview 2026, the East and South-East Freight Transport Corridors programme and the South Freight Transport Corridors programme will be merged in 2026.

European Rail Traffic Management System (ERTMS)	National	Construction
Third platform Amsterdam-Zuid	Northwest Netherlands	Planning and studies
Schiphol multimodal hub	Northwest Netherlands	Planning, studies and construction
Public transport and housing exploration in the Utrecht region	Northwest Netherlands	Exploration
Public transport connection Sloterdijk – Amsterdam Centrum	Northwest Netherlands	Exploration
Oude Lijn (Leiden – Dordrecht)	Southwest Netherlands	Exploration
De Vlietlijn	Southwest Netherlands	Planning and studies
Stadsbrug, high-quality public transport (HOV) and station Stadionpark, Oostflank Rotterdam	Southwest Netherlands	Planning and studies
Randstadrail/Metronet	Southwest Netherlands	Planning and studies
MoVe programme (Mobility and Urbanisation) Accessibility Rotterdam-Den Haag	Southwest Netherlands	Programme
Connecting tracks Tweede Maasvlakte	Southwest Netherlands	Construction
Hub 's-Hertogenbosch	South Netherlands	Exploration
Future-proof rail in Southeast Netherlands	South Netherlands	Planning and studies
Quick scan of decentralised rail: East Netherlands	Eastern Netherlands	Planning and studies
Arnhem-East level crossing	Eastern Netherlands	Study
RegioExpres (Arnhem–Winterswijk express train)	Eastern Netherlands	Planning and studies
EuregioRail: Zwolle - Twente – Münster	Eastern Netherlands	Exploration
Public transport hub Nijmegen Centre side and Bicylcle parking	Eastern Netherlands	Exploration
Elektrification Almelo-Mariënberg and Zutphen – Hengelo - Oldenzaal	Eastern Netherlands	Planning and studies
Lelylijn (Groningen/Leeuwarden – Lelystad)	North Netherlands	Study
Nedersaksenlijn (Groningen – Enschede)	North Netherlands	Study
Delta Plan Programme for North Netherlands	North Netherlands	Programme
HRMK Railway bridge (Leeuwarden-Zwolle railway bridge over Van Harinxmakanaal)	North Netherlands	Study
Groningen Suiker Station	North Netherlands	Exploration
SmartwayZ.nl Mobility Programme (Innovative mobility and accessibility in South Netherlands)	South Netherlands	Programme
Brainport Region Eindhoven	South Netherlands	Exploration

ERTMS
Due to the nature, scope and duration of the ERTMS programme, ProRail has chosen to describe the progress in the Network Statement Up-to-date information about the ERTMS programme can be found on the website www.ertms.nl. When issuing this Network Statement, ProRail took into account the conditions known at that time. Any major changes such as changes in the rollout sequence or rescheduling will be included per Network Statement.

Programme Decision and recalibration
In 2019, the Rutte-3 cabinet decided to replace existing train safety systems nationwide with ERTMS. At that time, the rollout began on seven track sections in the wider Randstad. In 2021, replacing ATB NG on the northern lines was added to the program. The program's approach has been recalibrated since 2023; see below for more information.

The ERTMS programme is facing cost overruns and delays in various areas. For this reason, a second opinion study was conducted in 2023. In her letter accompanying the twentieth progress report on the programme[221], the State Secretary for the Ministry of Infrastructure and Water Management writes that, in addition to a number of changes in the management and organisation of the programme, other changes will also take place, such as the roll-out being divided into tranches. The technical scope of the roll-out will be frozen for each tranche. This development-oriented approach divides the implementation into smaller steps in order to gain experience and then scale up. Lessons learned will be taken into account in the next tranches, which are expected to be implemented more quickly and efficiently, with innovations also being optimally utilised. More information on this can be found in chapter 3 of the 22nd progress report of the ERTMS programme (April 2024).

At the beginning of 2025, the State Secretary for Infrastructure and Water Management established the first tranche as stated under the heading *Roll-out scope* further down in the text. The sector parties are currently working on Tranche 2 and beyond under the direction of the programme management.

System version and Level
ERTMS System Version (System Version) 2.1 for infrastructure and Level 2 will be introduced in the Netherlands for the route sections currently in the rollout scope. The specifications for this were set by the European Commission in 2016. This release offers a number of features that are essential for the Netherlands, including the General Packet Radio Service (GPRS).

ERTMS only in infrastructure and dual rolling stock deployment
The route sections from Tranche 1 are provided with ERTMS only. This means that if ERTMS is found to be working properly, ATB will be removed from the track once and for all. From that moment on, only railway vehicles equipped with compatible ERTMS equipment can be run. Train drivers must be authorised to drive under ERTMS (see section 6.2.2 *Procedure for operating infrastructural elements* for further information on ERTMS user processes).

Before a start can be made on converting the railway infrastructure from ATB to ERTMS only, all railway vehicles that are going to run on these route sections must be equipped with ERTMS equipment. This includes an ATB functionality (STM ATB), so that the rolling stock can run on both ATB and ERTMS route sections during the transition period from ATB to ERTMS. For further information, see section 3.4.1 *Requirements with regard to railway vehicles*.

Nuisance during conversion
Limiting inconvenience during the conversion of the existing rail infrastructure and railway vehicles is an important aspect of the implementation. However, it is very likely that there will be nuisance to train traffic. At present, it is not yet possible to say where and when exactly this will be the case.

Current planning
The need for an adapted planning method is related to the many dependencies in the programme, with agility being the most important principle. Steering planning is used and alternative plans are also

[221] See the Letter to Parliament accompanying 20th ERTMS progress report.

developed. Despite the focus on agility, it is necessary for the implementation to share concrete data with the environment in a timely manner so that it can anticipate in a timely manner. The moment at which data must be finalised is coordinated in consultation with stakeholders. These moments are also part of the steering process. In addition to enabling better management of dependencies, the more dynamic approach to planning allows the programme to provide a realistic and transparent picture to the surrounding environment. This means that the aim is no longer to establish a one-off steering plan, but rather to continuously adjust the programme, develop alternative plans and communicate these. More information about the planning can be found in chapter 6 of the 23rd progress report of the ERTMS programme (October 2025).

Roll-out scope
The rollout of ERTMS will start with Tranche 1: the Harlingen Haven – Leeuwarden test track section (and the other track sections of the Northern lines). After Harlingen Haven – Leeuwarden, trials will follow on part of the Zeeland line, namely between Lewedorp and Vlissingen. After successful completion of the testing and trial operation and implementation of ERTMS on the section from Lewedorp to Roosendaal, the Kijfhoek – Belgian border section will be equipped with ERTMS. The remaining sections (Tranche 2 and beyond) will follow.

ERTMS rollout in the Netherlands

ERTMS rollout in the Netherlands, as envisaged for Tranche 1. Information is subject to change.

3. Performance of capacity-enhancement plans

Congestion statement 2009 (2010 timetable), entire Waalhaven Zuid rail yard

Bottleneck:

- Stabling yard for locomotives
- Switch 207 a/b – 211 a/b (scissor points Rail Service Centre)

Measure	*Status*	*Ready for operation*
Plan development started Besides railway infrastructure measures, ProRail also looks at process measures (better utilisation)	Preference decision made, plan development started.	2028

Congestion statement 2017/03 Moerdijk rail yard and trunk lines

Bottleneck:

The congestion statement 'near future' Moerdijk comprises three bottlenecks:

- Moerdijk rail yard: the available shunting and stabling capacity at Moerdijk rail yard is not sufficient to handle existing transport and the expected growth in the near future in a robust manner. In addition to an increase in the number of trains, the number of different carriers has also increased, putting more pressure on the available capacity.
- The public freight terminal: at Moerdijk there are two shippers who make structural use of the public freight terminal for transhipment purposes. Because both shippers want to load and unload especially during the day, there is a chance that the public freight terminal will lead to a bottleneck.
- Stabling tracks wagon sets: there is a shortage of stabling capacity with sufficient length for the stabling of wagon sets. These are necessary for the transport process of the CCT container terminal.

Measure	*Status*	*Ready for operation*
Expansion on the south side of Moerdijk rail yard with one 740m process track and one 740m stabling track (variant B) and splitting TimeSpaceSlot 1 into two TimeSpaceSlots.	The feasibility study has been completed and the tender file has been updated. The project is on hold pending the environmental permit applied for in December 2023 but not yet obtained. Following the ruling by the Council of State in December 2024, a nature permit is now also required. The splitting of the TimeSpaceSlot will be tackled as a small conversions project: • TijdRuimteSlots 3 and 4 • TijdRuimteSlots 1 and 2	Expected realisation is December 2028 (planning as of 9 May 2025). If ProRail can have the contractors work in parallel, the freight terminal may also be put into service at the end of 2028. • Expected realisation current TimeSpaceSlots 2-3-4: June 2026 • Expected realisation current TimeSpaceSlot 1: December 2028, together with the rail yard.

Congestion statement 2017/03 Utrecht platform track 5

Bottleneck:

Platform 3, track 5 side, is too narrow. The congestion is beginning to become unacceptable, forcing people to walk too close to the platform wall and wait. This situation, available platform width in combination with current passenger numbers, does not meet the rejection standard.

Measure	*Status*	*Ready for operation*
Broadening of platform 3, track 5 side.	Realisation	2026

Congestion statement 2018/01 (Near future) West Brabant

Bottleneck:

The congestion statement concerns four conflicts:

- InterCity Den Haag - Eindhoven (vice versa) cannot serve Rotterdam Blaak station.
- The Moerdijk bridge does not offer sufficient capacity for 14 train paths per hour.
- The time slot of the Sprinters Dordrecht - Lage Zwaluwe is not in exact 15 minute intervals.
- The transfer at Roosendaal between the InterCity Roosendaal - Zwolle (vice versa) with the InterCity Amsterdam - Vlissingen (vice versa) involves long stop time of 7 minutes.

Measure	*Status*	*Ready for operation*

Roosendaal: Platform extensions 3b/4b. This measure has been merged with Roosendaal Integraal.	Preference decision has been made, and the project is now working towards a project decision. Extension of platform 3b/4b to be included in the final commissioning step (step 400).	2030

Congestion statement 2018/03 Freight paths Zuidelijke Maaslijn

Bottleneck:
The passenger train service requested by Arriva is leading to restrictions on freight traffic on the current infrastructure: freight carriers want to have two running options per hour in both directions. The lifting of length restrictions is also requested.

Measure	*Status*	*Ready for operation*
The scope of the improvements on the Maaslijn includes infrastructure that largely eliminates the consequences of the congestion statement. 24 Paths per direction per day are possible. This is more than twice as much as is necessary according to the forecast for 2025 (18 to 20 trains a day in both directions combined).	The feasibility study has been completed. The contract has been awarded and the project is underway.	2027/2028

Congestion statement 2022/05, North Netherlands

Bottleneck:
The 8100 series direction Zwolle has an interval conflict between Groningen and Groningen Freight Terminal (Gnl) with freight paths from Delftzijl / Eemshaven to Onnen.

The 8100 series direction Groningen has an interval conflict between Onnen Noord (Onn) and Groningen with freight paths from Onnen to Delftzijl / Eemshaven.

The position of the 8100 series is considered futureproof. As a result of the Groningen Spoorzone project (commissioning expected mid-2025), freight trains will travel through Groningen via a different route in the future and possibly with a different time position, with the result that the conflict between the 8100 series and freight trains described above will no longer occur.

Measure	*Status*	*Ready for operation*
No measures result from the capacity enhancement plan. This bottleneck is expected to be resolved by mid-2025.	Not applicable	Not applicable

Congestion statement 2022/07, tracks 7 and 16 in Venlo, congestion statement for the following years (2024 - 2029)

Bottleneck:
The pressure of freight trains on the two longest tracks of 693metres in Venlo will increase considerably in the coming years due to:
1) on the one hand an increased demand for capacity:
- growth in freight transport via the Brabantroute to and from Germany;
- growth in train lengths between 665m and 740m on this route (TEN-T ambitions);
- block trains with flammable gases on the Lutterade - Venlo Grens route section, which in accordance with environmental legislation turn on track 7 or 8;
- turning trains that are longer than 665m on the Lutterade - Venlo Grens route section;
- necessary capacity to reroute long trains during works on the third track;
- necessary scope for intervention in case of delays or blockages.

2) other restrictive factors:

- the desire of railway undertakings for stops at Venlo to change locomotives;
- the desire of railway undertakings for stops at Venlo to change driver;
- having to wait for trains at the rail yard until a connecting path on the German network is available;
- having to wait for trains at the rail yard until a connecting path on the Dutch network is available;
- the limited track lengths that allow the transport of 740m only under certain conditions.

Due to these TCRs on the two longest tracks (7 and 16), both in planning and performance, conflicts will regularly arise between trains that can only be handled on the two longest tracks 7 and 16. To cope with this, process and/or infrastructure measures are required to be able to handle more long freight trains (from 665m to 740) at Venlo.

Measure	*Status*	*Ready for operation*
1 Temporary process measures are included in the Logistics Portal	Not applicable	Not applicable
2 Signal and weld modification track 8 for longer trains	The feasibility study has produced several variants, but these cannot be implemented as separate projects. The feasibility study results will be transferred to the Venlo 740m project, which is working on tracks for even longer trains.	The planning for the Venlo 740m project is not yet available.

Congestion statement 2025/01, Groningen – Zwolle, Leeuwarden – Zwolle, Leeuwarden – Heerenveen

Bottleneck
Both Arriva and NS-Reizigers have requested train paths between Leeuwarden and Zwolle vice versa and between Groningen and Zwolle vice versa. These train paths compete with each other and cannot be allocated separately. Arriva's peak-traffic trains between Heerenveen and Leeuwarden can be allocated separately from NS Reizigers, but they conflict at the bridge over the Prinses Margrietkanaal and cannot be allocated due to technical limitations in terms of traction power supply, track stability and level crossings. Arriva's peak-traffic trains between Groningen and Zwolle fit into the timetable without conflict, but may also not be divided due to technical limitations in the areas of traction power supply, track stability and level crossings.

Measure	*Status*	*Ready for operation*
Capacity expansion plan is being drawn up.	Being drawn up	Not yet known

Congestion statement 2025/02, Rotterdam Centraal

Bottleneck
European Sleeper has requested capacity for the 2025 timetable for a night train (452) Prague – Brussels South and a night train (453) Brussels South – Bad Bentheim via the route Deventer – Amersfoort Centraal – Amsterdam Centraal – Schiphol Airport – Den Haag HS – Rotterdam Centraal – Roosendaal and vice versa, with commercial stops at Deventer, Amersfoort Centraal, Amsterdam Centraal, Schiphol Airport, Den Haag HS, Rotterdam Centraal and Roosendaal stations.

On 19 August 2024, ProRail issued a congestion statement for the Rotterdam Centraal rail yard. This concerns a track length conflict, whereby European Sleeper 453 Brussels South – Berlin/Prague, with its requested train length of 15 coaches, can only stop at track 11, while at that moment NS Reizigers' train series 2400 is turning there.

Measure	*Status*	*Ready for operation*
The capacity expansion plan does not include any infrastructural measures. The bottleneck can be resolved with minor procedural measures.	Not applicable	Not applicable

Congestion statement 2025/03, Eindhoven Central – Venlo

Bottleneck
NS Internationaal has requested capacity for inbound and outbound ICE trains via Venlo during certain periods in the 2025 timetable year. The reason for this is that various works are being carried out on the German rail network, making the preferred route via Arnhem Centraal – Emmerich – Oberhausen Hbf unavailable. The ICE International will be an open-access train from the start of the 2025 timetable. Conflicts have arisen between the concession transport of NS Reizigers and the open-access transport of NS Internationaal. This concerns the

following inbound trains: ICE 1252, 250, 158, 156, 154, 152, 150 and 254. Outbound trains are: ICE 253, 255 (single train set), 153, 155, 157, 159 and 251.

Measure	*Status*	*Ready for operation*
The capacity expansion plan does not include any infrastructural measures.	Not applicable	Not applicable

Congestion statement 2025/03, Groningen/Groningen Losplaats - Delfzijl/ Groningen Losplaats - Eemshaven

Bottleneck

Arriva has requested the following capacity:
- Basic interval timetable train service between Veendam – Delfzijl twice per hour in each direction
- Winschoten – Eemshaven twice per hour in each direction
- Groningen Losplaats (Winschoten) – Leeuwarden twice per hour in each direction (express train)
- (Leer) – Winschoten – Leeuwarden twice per hour in each direction (express/local train).
- During peak-traffic, there are supplementary peak-traffic shuttle services between Warffum and Groningen, and during off-peak hours, the express train between Groningen and Winschoten runs once per hour in each direction.

Freight paths/trains:
- One freight path per hour per direction between Onnen and Eemshaven outside peak-traffic hour
- One freight path per hour per direction between Onnen and Delfzijl outside peak-traffic hour
- Freight paths may/can run concurrently with each other

Groningen rail yard:
- Regular train service including local processes (shunting, coupling, uncoupling, refuelling)

The *new infrastructure* for the Groningen rail yard will be completed in July 2025. The combination of regular train services, the execution of local processes (shunting, coupling, uncoupling, refuelling) by Arriva, and freight transport will lead to a conflicting logistics situation at and around the Groningen rail yard itself. In addition, the combination of freight and Arriva trains on the surrounding sections of track will lead to conflicting logistical situations. The delta between the maximum permitted speed (RINF) for freight trains (60 km/h) and passenger trains (80-100-120 km/h) is also part of the logistical problem.

Bridge opening conflict
When freight paths (trains) are scheduled, an additional conflict arises with the opening of the bridge over the Reitdiep.

Technical restriction due to 'level crossing safety' between Roodeschool and Eemshaven.
Due to a technical restriction in the context of level crossing safety for train traffic caused by the location of a level crossing immediately after Roodeschool, there is also a conflict with Arriva, which intends to structurally expand the Groningen-Eemshaven train service. Arriva has a temporary exemption until 1 April 2026 for 32 trains per day in each direction.

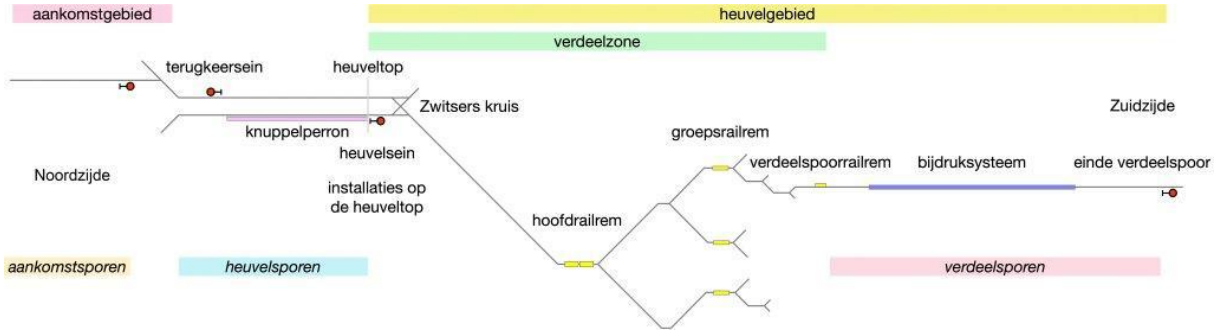
When the Roodeschool-Eemshaven train service increases to 32 trains per day in each direction, the logistical solution ('gentlemen's agreement') to prevent conflicts between Arriva and freight between Uithuizen and Roodeschool will lapse.

Measure	*Status*	*Ready for operation*
This concerns a congestion statement for the (very) near future; no coordination has yet taken place. Measures to be determined.	Being drawn up	Not yet known

The congestion statements are available on the ProRail website.

Appendix 11 Kijfhoek shunting hump (section 7.3.5.2.2)

Below is a schematic view of the north side of the Kijfhoek shunting hump.



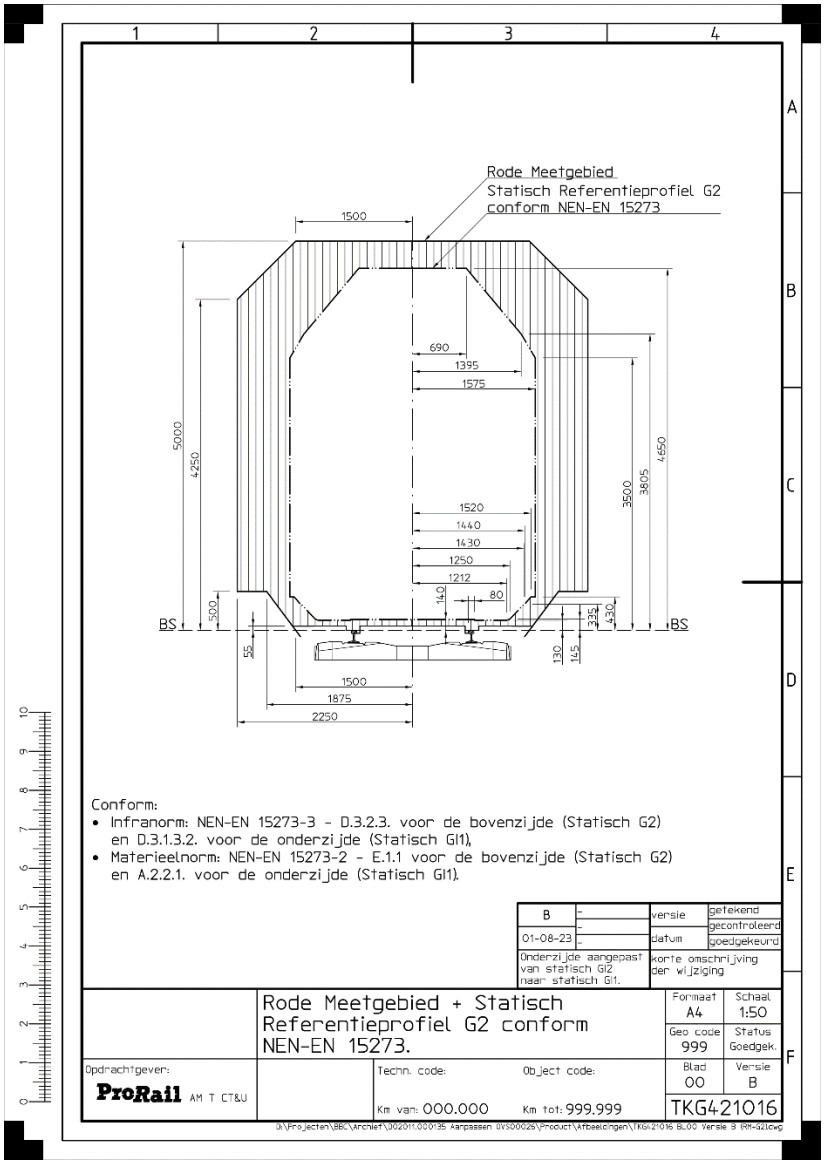
Appendix 12 Loading gauges (section 2.3.4)

Explanation

Maximum loading gauge for special loads

The maximum loading gauge for special loads, the so-called Red Measurement Area (RM, in figure below) applies to all route sections, whereby special instructions or regulations may be attached to the running of border route sections, subject to the regulations of the relevant neighbouring country.

Railway vehicles with loads larger than the loading gauge that has been released for the relevant route sections (see map), but which are located within the Red Measurement Area, require permission from ProRail before use.[222]



222 Section 10 Rail Traffic Decree.

Appendix 13 Axle loads and load per unit of length (section 2.3.5)

Appendix 14 Automatic train control systems (section 2.3.13.1)

Appendix 15 Train detection systems (section 2.3.13.2)

Appendix 16 Route sections designated for one-man operation (section 2.4.8)

The overview map shows locations where there are no facilities for multi-man operation. There is often shared use at nodes. These locations are therefore equipped with departure lights. This overview map is only applicable for passenger transport as freight transport always involves one-man operation

Appendix 17 Traction power supply systems (section 2.3.9)

Voltage change-over gates Betuweroute
To facilitate the transition between the 25kV AC traction power systems on the Betuweroute and the 1500V DC traction power system in Kijfhoek and on the connected railways, voltage change-over gates are provided at the locations below.

- Voltage change-over gates:
  - on the tracks between Barendrecht Vork and Waalhaven Zuid, at km 202.1
  - on the tracks between Kijfhoek and Papendrecht, at km 3.5
  - on the tracks between Kijfhoek and Papendrecht, at km 107.2
- Voltage change-over gates:
  - on the tracks of the connecting curve Geldermalsen/Meteren (vice versa)
  - on the tracks of the connecting curve Zaltbommel/Meteren (vice versa)
  - on the tracks of the connecting curve Valburg/Elst (vice versa)
  - on the tracks of the connecting curve Valburg/Nijmegen Lent (vice versa)

Voltage change-over gates HSL-Zuid
To facilitate the transition between the 25kV AC traction power systems on the Betuweroute and the 1500V DC traction power system in Kijfhoek and on the connected railways, voltage change-over gates are provided at the locations below.

- Voltage change-over gates:
  - on the tracks between Hoofddorp and Nieuw-Vennep
  - on the tracks between Rotterdam-Noord and Rotterdam
  - on the tracks between Barendrecht and 's-Gravendeel
  - on the tracks between Lage Zwaluwe and Breda
  - on the tracks between Breda and the Belgian border

Other change-over gates

- Voltage change-over gate 1500 V DC – 15 kV AC (German voltage):
  - on the tracks between Heerlen and Herzogenrath.
- Voltage change-over gate 25 kV AC – 15 kV AC (German voltage):
  - on the tracks between Zevenaar and Emmerich, on or near the national border (at km 111)
- Voltage change-over gate 1500 V DC – 3000 V DC (Belgian voltage):
  - on the tracks between Roosendaal and Essen
  - on the tracks between Maastricht Randwyck and Visé

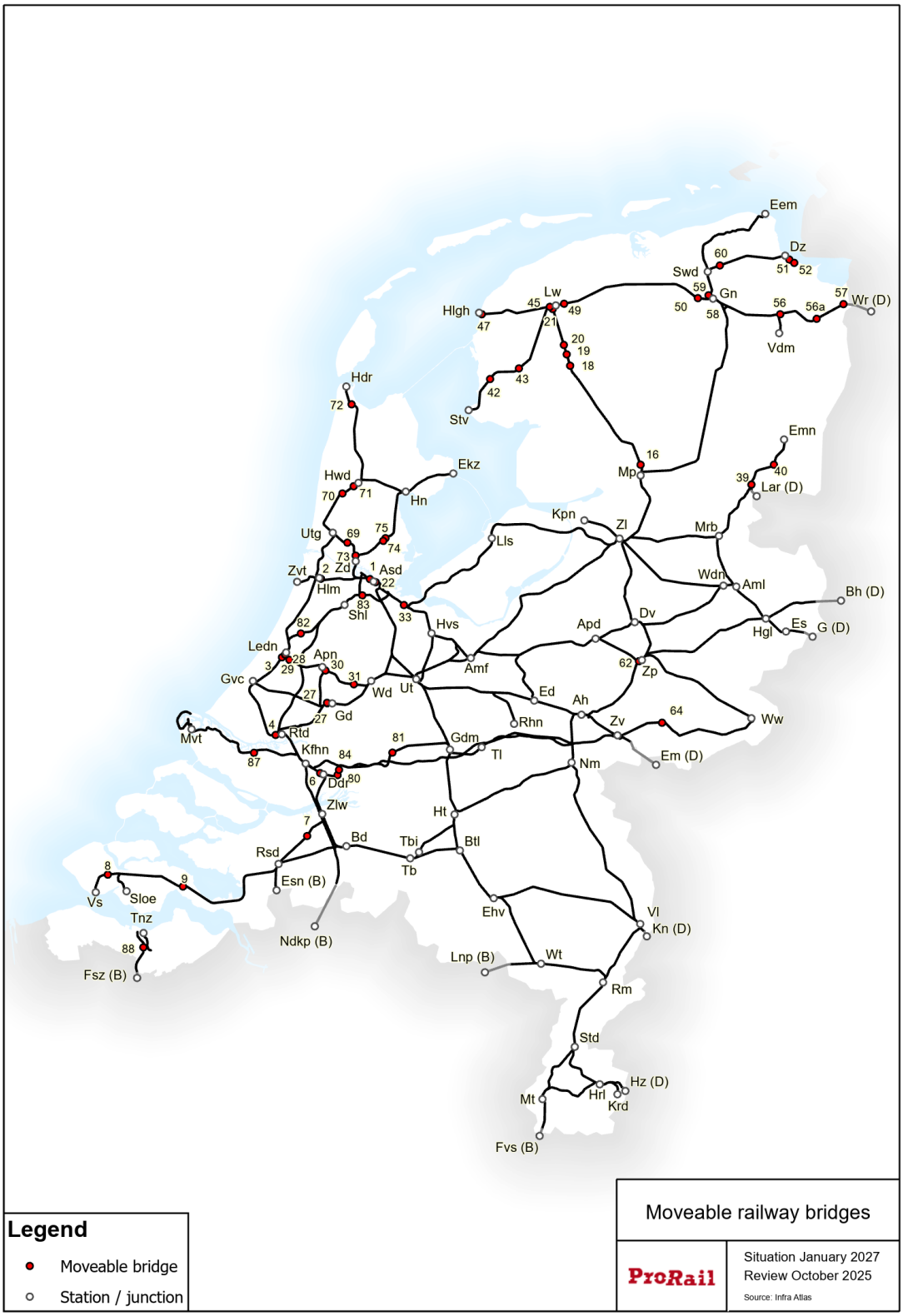
Current take-up restrictions
The table below states the maximum current take-up per train on a number of route sections that are subject to current take-up restrictions with regard to the 1500V DC traction power supply system.

Route section	Maximum current take-up
Zwolle – Emmen	2,500 A
Barneveld Noord – Ede Wageningen	2,500 A
Rhenen – De Haar Aansluiting	3,000 A
Dordrecht – Geldermalsen	2,700 A
Leiden Centraal – Woerden	3,200 A
Alphen aan den Rijn - Gouda	3,200 A
Maastricht – Maastricht voltage change-over gates	3,100 A

The maximum current take-up of the 25 kV traction power supply system is specified in NEN-EN 50388-1:2022 table D1, Maximum allowable train current: 500A. If a higher or lower value applies, this is stated in the Register of Infrastructure (RINF) (see section 2.3 *Infrastructure description*).

Appendix 18 Moveable railway bridges (section 2.4.5)

The numbers refer to the table on the following page.



List of moveable railway bridges

No.	Bridge name	Abbreviation	Waterway	Place name	Route section
1	Singelgracht	SGBR	Westerkanaal	Amsterdam	Asd – Ass
2	Spaarnebrug	SPBR	Spaarne	Haarlem	Asd – Hlm
3	Vinkbrug	VKBR	Oude Rijn	Leiden	Gv – Ledn
4	Hoge Delfshavensche Schiebruggen	DHS	Delfshavense Schie	Rotterdam	Rtd – Sdm
6	Oude Maas	GRBR	Oude Maas	Dordrecht	Ddr – Rtd
7	Markbrug	MABR	Mark	Zevenbergen	Rsd – Zlw
8	Arnekanaalbrug	ABR	Arnekanaal	Arnemuiden	Rsd – Vs
9	Vlakebrug	VLK	Kanaal door Zuid-Beveland	Vlake	Rsd – Vs
16	Smildervaart	SMVRT	Smildevaart	Meppel	Lw – Mp
18	Deelsbrug	BRDL	Deel	Akkrum	Lw – Mp
19	Boornebrug	BOBR	Boorne	Akkrum	Lw – Mp
20	Prinses Margrietkanaal	PMK	Prinses Margrietkanaal	Grouw	Lw – Mp
21	Harinxmakanaal (Mp-Lw)	HRMK	Van Harinxmakanaal 59	Leeuwarden	Lw – Mp
22	Oosterdoksluis	ODS	Oosterdoksluis	Amsterdam	Asd – Asdm
27	Hoge Gouwebrug	HGWBR	Gouwe	Gouda	Gd - Gv/Rtd
	Lage Gouwebrug	GWBR	Gouwe	Gouda	Gd – Ledn
28	Galgewater	GWT	Galgewater	Leiden	Apn – Ledn
29	Rijn-Schiekanaal	RSKBL	Rijn-Schiekanaal	Leiden	Apn – Ledn
30	Gouwsluis	GWB	Gouwe	Alphen aan den Rijn	Apn – Wd
31	Dubbele Wiericke	DWB	Dubbele Wiericke	Bodegraven	Apn – Wd
33	Vechtbrug	VTBR	Vecht	Weesp	Alm/Ndb - Wp
39	Coevorder Stadsgracht	COSB	Stadsgracht	Coevorden	Emn – Mrb
40	Hoogeveense vaart	HVVB	Verlengde Hogeveensevaart	Nieuw Amsterdam	Emn – Mrb
42	Klifrak	KR	Klifrak	Workum	Lw – Stv
43	Wijmerts	WMB	Wijmerts	Nijezijl	Lw – Stv
45	Harinxmakanaal (Lw-Hlg/Stv)	HRM	Van Harinxmakanaal 103	Leeuwarden	Hlg/Stv - Lw
47	Zuidergracht	HLG	Zuidergracht	Harlingen	Hlg – Lw
49	Greuns	GRS	Greuns	Leeuwarden	Gn – Lw
50	Hoendiep	HDP	Hoendiep	Hoogkerk	Gn – Lw
56	Wildervanckkanaal	WDVB	Wildervanckkanaal AG	Zuidbroek	Gn - Nsch
56a	Rensel	RSL	Rensel	Winschoten	Gn - Nsch
57	Westerwoldse Aa	WWAB	Westerwoldse Aa	Nieuweschans	Nscg - Nsch
58	Noord-Willemskanaal	NRDWIL	Noordwillemskanaal	Groningen	Gn - Lw/Swd
59	Reitdiep	RDP	Reitdiep	Groningen	Gn - Swd
60	Boterdiep	BTD	Boterdiep	Bedum	Dz - Swd
62	IJsselbrug	IJBZ	IJssel	Zutphen	Ah/Apd - Zp
64	Oude IJssel	OIJ	Oude IJssel	Doetinchem	Zv - Ww

List of moveable railway bridges

No.	Bridge name	Abbreviation	Waterway	Place name	Route section
69	Nauernaschevaartbrug	NNVBR	Nauernaschevaart	Krommenie	Utg - Zd
70	Noordhollands kanaal Alkmaar	NHKBR	Noordhollands kanaal	Alkmaar	Amr - Hwd
71	Bolbrug	BOL	Ringvaart	Heerhugowaard	Amr - Hwd
72	Koegrasbrug	KGS	Noordhollands kanaal	Anna Paulowna	Ana - Hdr
73	Zaanbrug	ZDB	Zaan	Zaandam	Pmr - Zd
74	Noordhollands kanaal Purmerend	NHK	Noordhollands kanaal	Purmerend	Pmr - Zd
75	Wherebrug	WHE	Where	Purmerend	Hn - Pmr
80	Wantijbrug	WIJB	Wantij	Dordrecht	Ddr - Gdm
81	Merwedekanaalbrug	MKBR	Merwedekanaal	Arkel	Ddr - Gdm
82	Ringvaartbrug	RVBR	Ringvaart	Nieuw Vennep	Ledn - Shl
83	Schinkelbrug	SKBR	Schinkel	Amsterdam	Asra - Dvd
84	Baanhoekbrug	BMBR	Beneden Merwede	Sliedrecht	Ddr - Gdm
87	Botlekbrug	BOTBR	Oude Maas	Rotterdam	Havenspoor
88	Sluiskilbrug	SLUB	Kanaal van Gent naar Terneuzen	Sluiskil	Svg - Tnz

Appendix 19 Platform lengths (sections 2.3.8 and 7.3.2)

Appendix 20 Freight terminals (section 7.3.5.2.3)

Appendix 21 Refuelling facilities (section 7.3.10)

Information on the refuelling facilities is provided on the following page.

Information on the storage capacity and flow rate of refuelling facilities

Location	Storage capacity in m^3	Flow rate in l/min (via filling gun)	Flow rate in l/min (via spill-free connection)
Groningen De Vork HVO	2 x 40, 1 x 50	120	200
Leeuwarden	1 x 40	90	200
Hengelo	2 x 60	90	200
Zutphen	1 x 50	90	200
Winterswijk	1 x 50	90	200
Arnhem	2 x 50	90	200
Amersfoort	2 x 30	90	200
Amsterdam Westhaven	1 x 50	90	200
Maasvlakte	1 x 100	120	200
Botlek	1 x 25	80	200
Waalhaven Zuid	1 x 100	120	200
Kijfhoek	2 x 50	125	200
Roosendaal	2 x 50	90	200
Nijmegen	2 x 30	90	200
Venlo	2 x 100	90	200
Heerlen*	1 x 40	130	200

* Refuelling facility has been taken out of use and is expected to be removed by the end of 2026

An Ad-Blue installation is available at some locations. These are owned by a specific railway undertaking.

Appendix 22 Standard freight paths (section 4.5.1)

ProRail will publish the speed, length and acceleration characteristics of standard freight paths.[223]

These standard paths play a role when applying prioritisation as prescribed by the Railway Capacity Allocation Decree. Requests for capacity that fit within the standard freight paths are included in the prioritisation.

ProRail applies the following basic principles when defining the standard freight paths:

1. The standard freight paths as established the previous year are used as a basis.
2. Separate characteristics apply to non-electrified and electrified route sections.
3. The realisation data per route section is used to determine which type of locomotive is the most common on this route section.
4. Using the realisation data, a standard train tonnage is defined that corresponds with the 95th percentile of the train tonnages, as appears from the realisation.
5. The standard freight path is then based on the acceleration properties of the locomotive type found under point 1, as recorded in the national vehicle register, and the standard tonnage found under point 2.
6. The speed is based on the most common speed used for the *PreArranged paths*, as established in the framework of the European rail freight corridors. The speed concerns the insertion speed to be used in the DONNA planning system.
7. The internationally determined maximum train length including locomotive is 740m for freight trains. This train length can be limited in the Netherlands by the possibilities of the railway infrastructure. The length of the standard paths is based on the length of the departure and arrival tracks, as well as on the length of the usual overtaking locations for freight traffic, both for the planned timetable and for the possibilities for adjustment in disrupted situations. For international train paths, restrictions abroad may affect the permitted length. See also section 2.3.8 *Train length*.
8. For corridors where frequent transport of coal and ore takes place, different characteristics may be defined by ProRail.
9. If the request for a freight train fits within the running times of the standard freight path in the timetable, this request falls under the definition of the standard freight path.
10. Partly on the basis of the timetable preparation phase, ProRail may locally deviate from the aforementioned principles. These deviations are subject to consultation in the context of a change to the Network Statement.

This leads to the following characteristics:

Partially or partly non-electrified route sections.
Diesel traction is required. Specific transport on specific routes. The characteristics for a number of route sections are therefore defined separately.

From	To	Via	RS type	Locs	Length (m)	Tonnage	Speed (km/h)
Partially or partly non-electrified route sections							
Onnen	Delfzijl		6400	1	466	700	60
Delfzijl	Onnen		6400	1	466	1100	60
Onnen	Eemshaven		6400	1	499	800	60
Eemshaven	Onnen		6400	1	499	800	60
Onnen	Veendam		6400	1	690	2200	80
Veendam	Onnen		6400	1	690	800	80
Almelo	Emmen		6400	1	262	800	80
Emmen	Almelo		6400	1	262	300	80

[223] Section 1 Railway Capacity Allocation Decree.

Moerdijk	Kijfhoek		6400	1	690	1500	85
Kijfhoek	Moerdijk		6400	1	690	1400	85
Lutterade DSM	Sittard		6400	2	700	2200	80
Sittard	Lutterade DSM		6400	2	700	1900	80
Sittard	Venlo - Grens		6400	2	673	1500	85
Venlo - Grens	Sittard		6400	2	673	1500	85
Other (partially) non-electrified route sections The characteristics of a train path as included in the timetable request are considered to be the characteristics of the standard freight path.			**				

Electrified route sections

From	To	Via	RS type	Locs	Length (m)	Tonnage	Speed (km/h)
Electrified route sections							
Amsterdam Westhaven	Oldenzaal - Grens		B189	1	740	2100	95
Oldenzaal - Grens	Amsterdam Westhaven		B189	1	704	2200	95
Amsterdam Westhaven	Beverwijk	Uitgeest	B189	1	482	2800	95
Beverwijk	Amsterdam Westhaven	Uitgeest	B189	1	482	2300	95
Amsterdam Westhaven	Kijfhoek		B189	1	740	2100	95
Kijfhoek	Amsterdam Westhaven		B189	1	650	2200	95
Amsterdam Westhaven/Houtrakpolder	Zevenaar - Grens	Betuweroute	B189	2	740	4000*	95
Zevenaar - Grens	Amsterdam Westhaven/Houtrakpolder	Betuweroute	B189	1	740	2100	95
Amsterdam Westhaven/Houtrakpolder	Venlo - Grens		B189	2	691	4000*	95
Venlo - Grens	Amsterdam Westhaven/Houtrakpolder		B189	1	691	2000	95
Beverwijk	Kijfhoek	Breukelen	B189	1	700	2700	95
Kijfhoek	Beverwijk	Breukelen	B189	1	650	2700	95
Beverwijk	Kijfhoek	Leiden	B189	1	603	2700	80
Kijfhoek	Beverwijk	Leiden	B189	1	603	2700	80
Beverwijk	Sittard		B189	1	700	2400	95
Sittard	Beverwijk		B189	1	700	2700	95
Kijfhoek	Oldenzaal - Grens	Betuweroute	B193	1	645	2400	95
Oldenzaal - Grens	Kijfhoek	Betuweroute	B193	1	645	2200	95
Kijfhoek	Oldenzaal - Grens	Breukelen	TRAX	1	650	2400	95
Oldenzaal - Grens	Kijfhoek	Breukelen	TRAX	1	704	2400	95
Kijfhoek	Zevenaar - Grens		B193	1	740	2700	95
Zevenaar - Grens	Kijfhoek		B193	1	740	2700	95
Kijfhoek	Roosendaal - Grens		TRAX	1	740	2400	95
Roosendaal - Grens	Kijfhoek		TRAX	1	700	2300	95
Kijfhoek	Venlo - Grens		B193	1	691	2700	80
Kijfhoek	Venlo - Grens		B193	1	691	2400	95
Venlo - Grens	Kijfhoek		B193	1	691	2000	95
Kijfhoek	Maasvlakte		B189	1	740	2700	80
Maasvlakte	Kijfhoek		B189	1	740	2700	80
Kijfhoek	Waalhaven		B189	1	690	2700	80
Waalhaven	Kijfhoek		B189	1	690	2700	80

Kijfhoek	Onnen	Amersfoort	B189	1	650	2200	95
Onnen	Kijfhoek	Amersfoort	B189	1	690	1200	95
Kijfhoek	Sittard		B189	1	690	2400	95
Sittard	Kijfhoek		B189	1	690	2400	95
Kijfhoek	Sloe		B189	1	700	2400	95
Sloe	Kijfhoek		B189	1	700	2500	95
Sloe	Venlo - Grens		B189	1	691	2400	95
Venlo - Grens	Sloe		B189	1	691	2200	95
Roosendaal - Grens	Oldenzaal - Grens	Betuweroute	B193	1	645	2100	95
Oldenzaal - Grens	Roosendaal - Grens	Betuweroute	B193	1	645	2200	95
Roosendaal - Grens	Oldenzaal - Grens	Utrecht	TRAX	1	690	2100	95
Oldenzaal - Grens	Roosendaal - Grens	Utrecht	TRAX	1	704	2200	95
Roosendaal - Grens	Zevenaar - Grens	Betuweroute	B189	1	690	2100	95
Zevenaar - Grens	Roosendaal - Grens	Betuweroute	B189	1	740	2200	95
Roosendaal - Grens	Zevenaar - Grens	Nijmegen	B189	1	588	2400	95
Zevenaar - Grens	Roosendaal - Grens	Nijmegen	B189	1	586	2400	95
Roosendaal - Grens	Venlo - Grens		TRAX	1	691	2400	95
Venlo - Grens	Roosendaal - Grens		TRAX	1	691	2200	95
Sittard	Haanrade - Grens		B189	1	706	1800	80
Haanrade - Grens	Sittard		B189	1	569	1800	80
Sittard	Eijsden - Grens		B193	2	700	2400	95
Eijsden - Grens	Sittard		B193	2	700	2600	95
Coevorden	Amersfoort		E1800	1	650	2200	95
Amersfoort	Coevorden		E1800	1	650	2200	95
Other electrified route sections			B189	1	**	2200	90

* Concerns coal and ore paths
** See point 7 of the principles

Appendix 23 ICT and information services

This appendix describes the ICT and information services (such as applications, simulation services, publications and reports) offered by ProRail[224]. It also includes references to ICT and information services made available by third parties. Detailed information on these third-party services – insofar as known to ProRail – can be found in the '*List of rail-related services and third-party service facilities*' on the ProRail website.

Table of ICT and information services

The table below provides a summary and brief description of the ICT and information services. The third column of this table contains a reference to a detailed explanation; and the fourth column indicates where in Chapters 2 to 7 of this Network Statement the relevant service is mentioned.

Name	Function	For explanation see	Listed in section
Information on the railway infrastructure and/or service facilities			
RailMaps	Geographical information on the infrastructure and the surroundings.	Appendix 23 - 1.1	5.3.1
Provision of tailor-made railway infrastructure data via Infra-Atlas	Tailor-made data on the functionality of the railway infrastructure using Infra-Atlas data.	Appendix 23 - 1.2	5.5.2
Provision of Geodata	Provision of GPS/RD data on: • Centre of the track • Coupling point • Stations • Timetable points	Appendix 23 - 1.2	5.5.2
Rail Information Portal (Railinformatie Portaal)	Source system for train safety and train control information.	Appendix 23 - 1.3	2.3.10 6.2.2
Rail Facilities Portal (RFP)	The publication channel where all European providers of rail-related services and service facilities from service package 2 can register their offerings per location on a geographical basis (via RailNetEurope).	Appendix 23 - 1.4	7.3
Register of Infrastructure (RINF)	The publication channel where all European Infrastructure Managers register data about the railway network (via ERA).	Appendix 23 - 1.4	0
Customer Information Portal (CIP)	The publication channel for information relating to the railway network that is part of the European freight corridors (via RailNetEurope).	Appendix 23 - 1.4	1.7.1 6.3.3
Simulation environments			
FRISO (Flexible Rail Infra Simulation Environment)	Simulation tool for infrastructure studies, capacity, robustness and safety analyses, innovation studies.	Appendix 23 - 2.1	5.5.2

[224] Systems/applications that are not considered as separate services in the sense of Directive 2012/34/EU, but that are relevant for titleholders (such as portals and registers) are also included in this appendix. No charge is levied for these systems.

Name	Function	For explanation see	Listed in section
NEO Simulation (NEO Simulatie)	Carrying out a simulation for testing innovations with the aim of improving train running.	Appendix 23 - 2.1	5.5.2
ProRail ERTMS Integration Lab (PREI)	Performance of (chain) integration tests between ERTMS on-board equipment and ERTMS trackside equipment in the ProRail ERTMS Integration Lab (PREI) with the aim of eliminating compatibility risks.	Appendix 23 - 2.1	5.5.2
Information for the driver			
Signposts (WVK, Wegwijzers voor krachtvoertuigpersoneel)	Graphic information on the railway infrastructure for drivers.	Appendix 23 - 3.1	5.3.1
Temporary speed restrictions (TSB)	Summary of temporary speed restrictions for drivers.	Appendix 23 - 3.1	5.3.1
RouteLint	Real-time information for the driver on the traffic situation on his route. Available in two modules, namely: 1. RouteLint Datastream 2. RouteLint App (only in combination with the purchase of RouteLint Datastream.	Appendix 23 - 3.2	5.5.2
ORBIT	Gives the driver a warning if a stop signal is approached at too high a speed.	Appendix 23 - 3.2	5.5.2
Network Database (Wegkennisbank)	Data on the main railway network and NS sites through Signposts (WVK) drawings enriched with media and documentation.	Appendix 23 - 3.3	N/A
Submitting or changing a capacity request and confirming departure			
Submit capacity requests according to TSI TAF/TAP standard	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 TSI TAF/TAP messages:	Appendix 23 - 4.1	4.2.3 4.8 5.3.1 6.2.4
Order Portal (Orderportaal)	Submission of capacity requests for train paths in the Netherlands.	Appendix 23 - 4.1	4.2.3 4.8 5.3.1 6.2.4
My Trains (Mijn Treinen)	Overview of all scheduled trains for the next 24 hours, with the option to display all scheduled trains in the VOS allocation plan. This allows the railway undertaking to perform certain interventions. Railway undertakings only have access to their own scheduled trains.	Appendix 23 - 4.1	5.3.1
DONNA	Planning and requesting train paths, shunting paths and stabling capacity for the basic hour pattern, standard week and specific days.	Appendix 23 - 4.1	4.2.3 5.3.1
Train Number List (TNR)	Information on the allocation of train numbers to railway undertakings.	Appendix 23 - 4.1	5.3.1 4.5.4.2 4.5.4.3
Path Coordination System (PCS, via RailNetEurope)	Submission of international capacity request and receiving capacity offers.	Appendix 23 - 4.2.1	4.2.3

Name	Function	For explanation see	Listed in section
The European Capacity Management Tool (ECMT)	Consolidates (for TTR purposes) future capacity needs and capacity restrictions on European rail infrastructure on the basis of information provided by infrastructure managers and allocation bodies.	Appendix 23 – 4.2.2	4.9.3
Charging Information System (CIS)	Provides information on the charges applied for the use of the European rail infrastructure.	Appendix 23 - 4.2.3	4.5.4.3 5.3.1 5.3.2
Shunting			
LOA-Online	Submitting, handling and recording of local orders for shunting routes.	Appendix 23 - 5.1	5.3.1
Wagon Load Information System (WLIS, WagenLading Informatie Systeem)	Recording train composition data as well as the position and load of freight wagons at rail yards.	Appendix 23 - 5.1	5.3.1 6.2.5 7.3.5.2.1
Kijfdis	The planning and registration system for the shunting hump on the Kijfhoek rail yard.	Appendix 23 - 5.1	7.3.5.2.2
Spoorbezettingsplan (Track Occupation Plan)	Information on the track occupation of the rail yards, as well as the planning for the next 16 hours.	Appendix 23 - 5.1	5.3.1 7.3.5.2.1
Handling and Stabling Data and Information (BODI).	Application enabling capacity analyses to be performed for the purpose of handling and (long-term) stabling of passenger rolling stock at rail yards.	Appendix 23 – 5.2	3.4.6 and Appendix 8
Information on and coordination of capacity for works as part of the train path service			
Btd-planner	Information on and coordination of planned TCRs.	Appendix 23 - 6.1	5.3.1 4.3 and underlying sections
Btd-planner reports (Btd-planner Rapportage)	Information on planned TCRs.	Appendix 23 - 6.1	5.3.1 4.3
TCR map (Buitendienststellingenkaart)	Geographical representation of all planned TCRs in the Netherlands.	Appendix 23 - 6.1	5.3.1 4.3
TCR files (Buitendienststellingsdossiers)	Application for communication relating to late requests (BUTA) < 36 hours.	Appendix 23 - 6.1	5.3.1 4.3
Communication			
GSM-R Voice Rail Safety (GSM-R Voice Spoorwegveiligheid)	Communication between driver and movements inspector.	Appendix 23 - 7.1	5.3.1
GSM-R Handhelds (GSM-R Portofonie)	Operational voice communication (point-to-point and group communication via handhelds at rail yards or in tunnels).	Appendix 23 - 7.2	5.5.1
GSM-R Other rail-related voice and data communication (GSM-R Andere spoorweggerelateerde voice- en datacommunicatie)	Operational voice communication (point-to-point via handhelds at rail yards or in tunnels), and data communication.	Appendix 23 - 7.2	5.5.1
Information on and coordination of incidents and calamities			
SpoorWeb	Handling and communication in case of calamities.	Appendix 23 - 8.1 Appendix 23 - 8.2	5.3.1 5.5.2

Name	Function	For explanation see	Listed in section
Tailor-made incident data	Provision of tailor-made incident data. - Real-Time Standard Obstruction Measures - Applied obstruction measures - Data related to an undesired event, limited to a specific titleholder	Appendix 23 - 8.2	5.5.2
ICDOC	This platform contains information relating to the handling of incidents and calamities, such as handling scenarios, travel guidance, on-call duty information and seasonal measures.	Appendix 23 - 8.3	2.5 6.3.1
Information for intervention purposes			
Provision of planning and performance information according to TSI TAF/TAP standard	Provision of planning and performance information on the basis of the TSI TAF/TAP messages.	Appendix 23 - 9.1	4.2.3 4.8 5.3.1 6.2.4
Spoorviewer	Real-time information on train movements.	Appendix 23 - 9.1	5.3.1
Real-time traffic information	The provision of real-time train movements in the form of a datastream.	Appendix 23 - 9.1	5.3.1 6.4
MeekijkVOS	View functionality in the VOS traffic control system, making it possible to monitor the course of train services.	Appendix 23 - 9.2	5.5.2
Punctuality map (Punctualiteitskaart)	Real-time graphical insight into the current situation of punctuality of passenger train services.	Appendix 23 - 9.2	5.5.2
Provision of planning and performance information according to NL standard	Provision of real-time traffic plan data, related changes to the train service and performance information.	Appendix 23 - 9.2	5.5.2
Provision of rolling stock and train position service (MTPS, Levering van Materieel- en Treinpositie Service)	The provision of real-time data on train positions on the basis of train detection systems.	Appendix 23 - 9.2	5.5.2
Train Information System (TIS)	Real-time information on movements of international passenger trains and national and international freight trains.	Appendix 23 - 9.3	2.3.11
NDOV desk (NDOV Loket)	Provision of planned and real-time travel information (passenger traffic), fares, public transport zones and stop accessibility.	Appendix 23 - 9.3	0
Information on and coordination of the delivered performance			
Train service report (Rapportage Treindienst)	Standard reports and provision of data on train service performance.	Appendix 23 - 10.1	5.3.1
Monitoring-Approval (Monitoring-Fiatteren)	Possibility to accept or reject the causes of train deviations registered by ProRail.	Appendix 23 - 10.2	5.3.1
Information on train service performance: tailor-made reports, provision of data and analyses	Tailor-made report, provision of data and analysis of the train service performance.	Appendix 23 - 10.3	5.5.2
TOON	Information on realised/historic train movements	Appendix 23 - 10.3	5.5.2
Sherlock	Support in the analysing of train performances	Appendix 23 - 10.3	5.5.2
Information on/for the benefit of railway vehicles			

Name	Function	For explanation see	Listed in section
WILD and Hotbox detection systems	Provision of the various monitoring data on, for example, axle loads and wheel temperatures of passing railway vehicles.	Appendix 23 - 11.1	5.5.2 7.3.7
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 3.4.1
European Register of Authorised Types of Vehicles (ERATV)	The European register of authorised types of railway vehicles (via ERA).	Appendix 23 - 11.3	3.4.1
Information on Network Statements and Corridor Information Documents			
Network and Corridor Information Platform (NCI)	The publication channel for online access, search and comparison of the Network Statements and Corridor Information Documents of all European infrastructure managers (via RailNetEurope).	Appendix 23 - 12.1	1.5.3
General			
Logistics Portal	Publication channel for operational regulations and other documentation relevant to titleholders.	Appendix 23 - 0	1.4

ProRail browser policy

In cases where ProRail provides an application (or: user interface), it is only offered on supported browsers and platforms. ProRail supports the following browser versions:

Mobile browser	OS	Version
Safari	iOS	Latest two
Chrome	iOS / Android	Latest two
Edge (Chromium)	iOS / Android	Latest two
Desktop browser	**OS**	**Version**
Chrome	Windows / Linux	Latest two
Edge	Windows	Latest two

ProRail applications access policy

In order to guarantee secure cooperation in terms of cybersecurity (see also the NIS2 directive), ProRail has chosen to use multi-factor authentication based on a Microsoft account for access to the ICT and information services offered by ProRail. The term ProRail uses for this is ‘access on the basis of a business-to-business account’ (also abbreviated as B2B account). New ICT services will, if possible, be directly accessible via a business-to-business account. This form of login will be set up for existing services, if possible. Costs are charged to the titleholder by Microsoft for *business use* of a Microsoft account.

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.

1 Description of the ICT and information services relating to the railway infrastructure and/or service facilities

1.1 Description of the ICT and information services relating to the railway infrastructure as part of the train path service

Information about railway infrastructure as part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). The train path service includes the ICT service RailMaps, which can be used to obtain information about the railway infrastructure.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and thus also RailMaps) is offered during the term of the Network Statement.
2. Function		
2.1	Description	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 the data available in RailMaps: • Railway objects such as switches, branch sections (+ maximum local speeds), buffer stops, signals, matrix indicators, buildings with regard to power supply and refuelling facilities. • Route section videos providing 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, access gates, escape doors, rail track (anti-icing, washing area, work pit), road-rail access points, level crossings, structural works and buildings. • Schematic drawings (Infra-Atlas is the source of this data). • Other data such as slope data, track distances and aerial photographs. The provision of specific tailor-made information on the functionality of the railway infrastructure is possible from Infra-Atlas, see Appendix 23, item 1.2.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of helpdesk: during working days from 07:00 – 17:00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	This application is provided as part of the train path service, see section 5.3.1 *Train path*.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The user accepts RailMaps' disclaimer:

Information about railway infrastructure as part of the train path service		
		https://www.spoordata.nl/informatieproducten/railmaps/disclaimer
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications.
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a titleholder, are not yet a customer of ProRail, click here for further information on the request procedure. • If, as a titleholder, you are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	Available immediately upon request.
6.3	Information on capacity availability and TCRs	N/A

1.2 Description of ICT and information services relating to railway infrastructure and/or service facilities falling under ancillary services

Information on railway infrastructure and/or service facilities falling under ancillary services		
1. General information		
1.1	Facility	These services fall under Category 4 of Annex II to Directive 2012/34/EU (ancillary services). The following ICT and information services are part of the ancillary services (provision of supplementary information) and provide information on railway infrastructure and/or service facilities: Provision of tailor-made railway infrastructure data via Infra-Atlas and Provision of Geodata.
1.2	Provider	ProRail
1.3	Term of validity	The services are offered during the term of the Network Statement.
2. Function		
2.1	Description	The following ancillary ICT and information services are available to titleholders to obtain information on the railway infrastructure and/or about service facilities: **Provision of tailor-made railway infrastructure data via Infra-Atlas** Comprises the provision of specific information on the railway infrastructure from Infra-Atlas. This may be a specific question about a cross-section, about functionality or about issues related to IRS IAUF (Interface Requirement Specification - Infra-Atlas Exchange Format). **Provision of Geodata** Provision of real-time GPS/RD data from Naiade/Infra-Atlas with respect to the ProRail base map, Transfer Facilities, the ProRail Area Classifications and the Reference System. As soon as infrastructural changes are implemented in the mentioned systems, they are immediately communicated through the provision of GeoData. The message flow provides the user with a direct view of the infrastructure.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	**Provision of tailor-made railway infrastructure data via Infra-Atlas** On request, depending on specific wishes. **Provision of Geodata**

Information on railway infrastructure and/or service facilities falling under ancillary services		
		- Availability of publication: 7x24 hours (subject to fixed times for maintenance to be determined). - Availability of helpdesk: during working days from 08:00 – 17:00.
3.1.2	Technical characteristics	**Provision of tailor-made railway infrastructure data via Infra-Atlas** One or more data files (text files). **Provision of Geodata** Push messages.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	**Provision of tailor-made railway infrastructure data via Infra-Atlas** The use of this application is free of charge. **Provision of Geodata** The use of this application is free of charge.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	The data is provided via the Internet.
6. Capacity request		
6.1	Access request	Via ICT and information services (informatiediensten@prorail.nl).
6.2	Handling time	Requests will be processed within ten working days.
6.3	Information on capacity availability and TCRs	N/A

1.3 Description of publication systems relating to railway infrastructure and/or service facilities

Publication systems relating to railway infrastructure and/or service facilities		
1. General information		
1.1	Facility	Information on railway infrastructure and/or service facilities can be obtained through the Rail Information Portal publication system. The Rail Information Portal is the source system for information on train safety and train control.
1.2	Provider	ProRail
1.3	Term of validity	Access to the Rail Information Portal is offered during the term of the Network Statement.
2. Function		
2.1	Description	The Rail Information Portal is the publication system for various railway data, including OBE, BVS and Signposts (WVK) drawings (see Appendix 23, item 3.1). By default, the drawings shown are valid today, but you can also choose a day in the past or a day in the future. The displayed drawings can also be filtered by various meta-information; for example, by traffic control centre or geocode.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of helpdesk: during working days from 08:00 – 17:00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	N/A
4. User costs		

Publication systems relating to railway infrastructure and/or service facilities		
4.1	Information related to the user charge	There are no additional costs associated with its use. 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	N/A
5.2	Technical requirements made of rolling stock	N/A
5.3	Independent use	N/A
5.4	IT systems	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is granted using multi-factor authentication based on a Microsoft account (see ProRail's browser policy under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications.
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a titleholder, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as a titleholder, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

1.4 Description of ICT and information services relating to the railway infrastructure and/or service facilities of other operators known to ProRail

1.4.1 Rail Facilities Portal (RFP)

The Rail Facilities Portal (RFP) is offered by RailNetEurope. For more information about the Rail Facilities Portal, see the website of RNE https://rne.eu/it/products/rfp/ and/or the list of providers of rail-related services and service facilities known to ProRail on the ProRail website.

1.4.2 Register of Infrastructure (RINF)

The Register of Infrastructure (RINF) is offered by the European Union Agency for Railways (ERA). For more information about the Register of Infrastructure, see the website of ERA https://data-interop.era.europa.eu/ and/or the list of providers of rail-related services and service facilities known to ProRail on the ProRail website.

1.4.3 Customer Information Platform (CIP) for Rail Freight Corridors

The Customer Information Portal (CIP) is offered by RailNetEurope. For more information about the Customer Information Portal, see the website OF RNE https://info-cip.rne.eu/ and/or the list of providers of rail-related services and service facilities known to ProRail on the ProRail website.

2 Description of ICT and information services for simulation purposes falling under ancillary services

2.1 Description of ICT and information services related to simulation environments falling under ancillary services

Simulation environments falling under ancillary services		
1. General information		
1.1	Facility	These services fall under Category 4 of Annex II to Directive 2012/34/EU (ancillary services). The following simulation environments are available as ancillary services (provision of supplementary information): Flexible Rail Infrastructure Simulation Environment (FRISO), NEO Simulation and ProRail ERTMS Integration Lab (PREI).
1.2	Provider	ProRail
1.3	Term of validity	The services are offered during the term of the Network Statement.
2. Function		
2.1	Description	The following ancillary ICT and information services are available to railway undertakings for the purpose of simulation: **FRISO (Flexible Rail Infra Simulation Environment)** Through simulation of the train service, FRISO provides insight into the quality of future and current timetables on a national or local scale. Impact of daily variation and interaction between trains due to infrastructure utilisation, route claims and/or connections can be visualised and quantified. FRISO can be used for infrastructure studies, capacity, robustness and safety analyses and innovation studies. FRISO is delivered with a basic dataset with which the timetable for the current timetable year can be simulated. This dataset is updated on an annual basis. **NEO Simulator (NEO Simulatie)** Railway undertakings can request ProRail to carry out a simulation for them using the NEO Simulator. Scenarios are programmed for this purpose, which are then loaded into the simulation environment for testing. ProRail and NS have jointly developed the NEO Simulator. The NEO Simulator can be used to carry out simulations to test, research and evaluate the (safety) effects of innovations on users. This particularly concerns innovations to improve train running. The NEO Simulator is not suitable as a simulator for the training of train drivers. **ProRail ERTMS Integration Lab (PREI)** Railway undertakings (but also suppliers of ERTMS railway vehicles and ERTMS on-board equipment) can submit a request to ProRail to be allowed to use the available facilities of the ProRail ERTMS Integration Lab to perform (chain) integration tests between ERTMS on-board equipment and the ERTMS trackside equipment of the Dutch main railway network.[225] To this end, the Prorail ERTMS Integration Lab will have a copy of the ERTMS systems as present on the Dutch ERTMS infrastructure, process control system, GSM-R and associated test applications and various interfaces (in accordance with subset 110-111-112). The ProRail ERTMS Integration Lab has various test rooms and also a demonstration

[225] Article 6 Implementing Regulation 2018/545

Simulation environments falling under ancillary services		
		room in which the movements inspector's and driver's workstations have been set up to test operational processes in relation to ERTMS. The user is responsible for the test plan, the test leader, the performance of the test and the test report. The ProRail ERTMS Integration Lab can be used for, among other things: • Trackside Train (pre-)Integration tests, including ESC tests as defined in *TSI Control-Command* (CCS) and TD/011REC1028 • Connection performance tests GSM-R • Transition tests (transitions from ERTMS to ATBEG and vice versa) • Configuration tests • Training and demonstrations For further information see Integration Lab | ProRail.
3. Description of the facility		
3.1	Locations	**FRISO**: N/A **NEO Simulator (NEO Simulatie)** The RailCenter in Amersfoort has a permanent facility that can be used to simulate the train driver's user experience. **ProRail ERTMS Integration Lab (PREI)** The ProRail ERTMS Integration Lab is located on the third floor of the Railcenter in Amersfoort.
3.1.1	Availability	**FRISO (Flexible Rail Infra Simulation Environment)** • Availability of application: 7x24 hours • Availability of helpdesk: during working days from 09:00 – 17:00. **NEO Simulation** and **ProRail ERTMS Integration Lab (PREI)** Availability on the basis of agreements made in advance, which are based on a tailor-made offer. A condition is that experts within ProRail with knowledge of the simulator environment are available.
3.1.2	Technical characteristics	**FRISO (Flexible Rail Infra Simulation Environment)** The application is delivered as a stand-alone executable with an installation program for a recent MS Windows 64 bit environment. The application uses the Enterprise Dynamics simulation platform; access to this platform is granted on the basis of a separate licence. This licence can be supplied (see 4.1 for licence fees) or use can be made of already existing licences. Software requirements • Access to simulation platform Enterprise Dynamics • Microsoft.NET Framework 4.0 • SQL Server Express 2019: you can also choose to use a separate SQL server. In that case, the following two redistributables from the Microsoft® SQL Server® 2012 Feature Pack must be installed (64bit): ○ Microsoft® System CLR Types for Microsoft® SQL Server® 2012 ○ Microsoft® SQL Server® 2012 Shared Management Objects When installing FRISO, the interaction with the Enterprise Dynamics simulation platform is automatically included for the purpose of online activation. Activation of the licence is necessary after installation. **NEO Simulator (NEO Simulatie)** Titleholders are offered the opportunity to carry out a simulation together. The simulation takes place at the fixed facility in the RailCenter. **ProRail ERTMS Integration Lab (PREI)**

<table>
<tr><th colspan="3">Simulation environments falling under ancillary services</th></tr>
<tr><td></td><td></td><td>Access to the systems - including an ERTMS infrastructure environment and Test Control Logging (TCL) - and the support of employees of the ProRail ERTMS Integration Lab are included. All facilities are adapted to the predefined needs.</td></tr>
<tr><td>3.1.3</td><td>Planned changes</td><td>Flexible Rail Infra Simulation Environment (FRISO) and NEO Simulation
There are no planned changes.

ProRail ERTMS Integration Lab (PREI)
• ProRail is currently further developing its own ProRail Test Control Log (PTCL), which will enable more test scenarios to be handled in the future. For example, the possibilities with regard to testing transitions (see section 2.3.13 Safety systems)[226] in the ProRail ERTMS Integration Lab are being expanded.
• A new test environment (baseline 3) will also be created as part of the ERTMS programme, see Appendix 10.</td></tr>
<tr><td colspan="3">4. User costs</td></tr>
<tr><td>4.1</td><td>Information related to the user charge</td><td>FRISO (Flexible Rail Infra Simulation Environment)
The use of this application is subject to a charge of €2,883 per account (excluding licence fees).

The optional licence fees for the Enterprise Dynamics simulation platform are:
<table>
<tr><th></th><th>Units</th><th>Price[227]</th></tr>
<tr><td>System licence</td><td>Per year</td><td>€8,261.67</td></tr>
<tr><td>Training</td><td>1 day</td><td>€1,563.24</td></tr>
<tr><td>Technical support (Installation and General)</td><td>Per 4 hours</td><td>€577.20</td></tr>
<tr><td>Other (functional) support</td><td>TBD</td><td></td></tr>
</table>
• Multiple users can use one software licence. When used by several persons simultaneously, an extra licence is needed.
• The FRISO application can be activated by means of a digital key or dongle.
• The FRISO application runs on a laptop or desktop and in an intranet environment.
• Multiple Training and Support units and appointments on request.

NEO Simulator (NEO Simulatie)
ProRail will make an offer for the simulation on the basis of the wishes and the agreed project plan.

ProRail ERTMS Integration Lab (PREI)
On the basis of the wishes and the submitted test plan, ProRail will draw up an offer in which a daily fee of €1,813 will be charged for the use of the ProRail ERTMS Integration Lab.
If reserved capacity is (partially) cancelled, part of the above-mentioned charge will be levied. If the reservation is cancelled within four weeks before the start of the test period, 25% of the above-mentioned charge will be levied for each test day cancelled. In case of cancellation within' two weeks, it is 50% and within one week 75%. If capacity is cancelled after the start of the test period, the full charge (100%) will be levied.</td></tr>
<tr><td>4.2</td><td>Information relating to the discount on the user charge</td><td>N/A</td></tr>
<tr><td colspan="3">5. User conditions</td></tr>
<tr><td>5.1</td><td>Legal requirements</td><td>The access and service level agreements of FRISO are part of the Access Agreement, the model of which can be found on the ProRail website.</td></tr>
</table>

226 The regulations (e.g. the TD/011REC1028) include various ESC types that deal with transition tests. Only the transition to STM-ATBEG is currently available in the PREI, see description under 2.1, the other ESC types are still being worked on.

227 The stated amounts regarding licence, training and technical support have been determined by the supplier of the Enterprise Dynamics simulation platform and are indicative. When purchasing optional licences, the actual costs will be charged.

Simulation environments falling under ancillary services		
		Agreements on the simulation services PREI and NEO Simulation will be laid down in an agreement.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	**FRISO (Flexible Rail Infra Simulation Environment)** Recommended hardware configuration: • Processor: 4 GHz+ Quad (or higher) Core • Memory: 16GB but more is better • Hard disk size: min 20GB available • Operating system: Windows 10 • Video card: OpenGL® 4.5+ (with 512MB or more) Necessary software: Microsoft® Excel
6. Capacity request		
6.1	Access request	**Flexible Rail Infra Simulation Environment (FRISO)** and **NEO Simulation** Via ICT and information services (informatiediensten@prorail.nl). **ProRail ERTMS Integration Lab (PREI)** Requests for use of the ProRail ERTMS Integration Lab can be submitted via the request form on prorail.nl or by email via ERTMSlab@ProRail.nl **Note:** If it concerns ESC checks in the context of rolling stock approval, the applicant must first contact: inzet.spoorvoertuigen@prorail.nl (see section 3.4.1 *Requirements with regard to railway vehicles*), before capacity can be requested from the lab.
6.2	Handling time	Requests will be processed within ten working days.
6.3	Information on capacity availability and TCRs	**NEO Simulator (NEO Simulatie)** An internal employee of a titleholder is always required to set up and run the simulation. The titleholder is responsible for the result to be achieved. **ProRail ERTMS Integration Lab (PREI)** In view of the rollout of ERTMS within the Netherlands, an increasing demand for testing capacity of the ProRail ERTMS Integration Lab is expected. ProRail will strive to achieve optimum utilisation of the available testing capacity to the extent that the parties make known their testing needs at an early stage (> six months). This does require some flexibility from the parties. Use of the ProRail ERTMS Integration Lab is awarded on a first come, first served basis. The precise frameworks for the joint use of the ProRail ERTMS Integration Lab can be viewed via the Logistics Portal.

3 Description of the ICT and information services for drivers

3.1 Description of ICT and information services for drivers as part of the train path service

Information for drivers as part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). The following ICT and information services for drivers are provided as part of the train path service: Signposts (WVK) and Temporary speed restrictions (TSB).
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and thus the aforementioned ICT and information services) are provided during the term of the Network Statement.
2. Function		

Information for drivers as part of the train path service		
2.1	Description	The following ICT and information services are available to drivers of railway undertakings: **Signposts (WVK, Wegwijzers voor krachtvoertuigpersoneel)** Signposts (WVK) provide a graphic overview of the railway infrastructure, tailored to the needs of drivers, to facilitate safe and efficient traffic participation and effective communication with ProRail traffic control. The railway infrastructure concerns at least the entire network centrally controlled by ProRail. **Temporary speed restrictions (TSB)** The publication on temporary speed restrictions is part of the IAM (information to drivers) publication. The information on temporary speed restrictions is shown by placed (L, A and E) signs. The IAM is sent as a weekly and daily publication. The weekly publication contains all speed restrictions applicable during the relevant week. The day publication provide supplements and/or changes to the week publication.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	On request, depending on specific wishes.
3.1.2	Technical characteristics	**Signposts (WVK, Wegwijzers voor krachtvoertuigpersoneel)** a) A download of the Signposts (WVK) IN PDF format via the Rail Information Portal application (see Appendix 23 item 1.3). By subscribing to the operating instructions (BVS) in the web portal, you will be informed by email of any changes to the Signposts (WVK). b) A Signposts (WVK) notification with the description of the changes on the position of the rail infrastructure works in XML format. **Temporary speed restrictions (TSB)** The railway undertaking can on request of this information opt for a TSB at local, regional or national level. Information is provided on route section, direction of travel, time period and applicable speed. It is also possible to make a distinction according to train type, reason and particularities (placement of signs and/or signals). The railway undertaking receives a PDF file by email. The weekly publication is sent on Thursdays at 09.00 and applies to the period from the first following Monday at 04:00 until the next Monday at 04:00. The daily publication is sent daily at 15:30 and applies to the first following day from 04:00 until 04:00 on the next day.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	These ICT and information services are provided as part of the train path service, see section 5.3.1 *Train path*.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	**Signposts (WVK, Wegwijzers voor krachtvoertuigpersoneel)** If the information is acquired in XML format, the access and service level agreements form part of the Access Agreement; the model of this can be found on the ProRail website. **Temporary speed restrictions (TSB)** The email address of the railway undertaking to which the temporary speed restriction (TSB) is sent is registered in the Access Agreement; the model of this can be found on the ProRail website. This email address must be a functional email address, in which the name of the railway undertaking appears (e.g. planning@carrier.country, where 'carrier' is replaced by the name of the railway undertaking). The railway undertaking is responsible for providing this information to the driver running a train under the responsibility of the railway undertaking.
5.2	Technical requirements made of railway vehicles	N/A

Information for drivers as part of the train path service		
5.3	Independent use	N/A
5.4	IT systems	**Signposts (WVK, Wegwijzers voor krachtvoertuigpersoneel)** One or more data files. **Temporary speed restrictions (TSB)** Internet connection, email account and software program to open PDF files. The data is provided via the Internet. There is a guaranteed transmission, as well as a 24-hour (on-call duty) service.
6. Capacity request		
6.1	Access request	**Signposts (WVK, Wegwijzers voor krachtvoertuigpersoneel)** a) A download of the Signposts (WVK) in PDF format via the Rail Information Portal b) A description in XML format: via ICT and information services (informatiediensten@prorail.nl). **Temporary speed restrictions (TSB)** Via ICT and information services (informatiediensten@prorail.nl).
6.2	Handling time	Requests will be processed within five working days.
6.3	Information on capacity availability and TCRs	N/A

3.2 Description of ICT and information services for drivers falling under ancillary services

Information for drivers falling under ancillary services		
1. General information		
1.1	Facility	These ICT and information services fall under Category 4 of Annex II to Directive 2012/34/EU (ancillary services). Within the ancillary services (provision of supplementary information), the following ICT and information services are offered to support drivers: RouteLint and ORBIT.
1.2	Provider	ProRail
1.3	Term of validity	The services are offered during the term of the Network Statement.
2. Function		
2.1	Description	**RouteLint** This information service is offered in two modules, namely: **1. The RouteLint Datastream** This datastream comprises train movement information to feed a Driver Advisory System (DAS), such as the RouteLint application. **2. The RouteLint App** The RouteLint App provides a visualisation of the RouteLint Datastream to the driver. This variant can only be purchased in combination with the RouteLint Datastream. **Routelint App** This app provides the driver with dynamic journey 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 and planned arrivals, departures and short stops during the journey (the so-called 'service card'). Finally, this app provides running advice by displaying the next important point on the route for the driver on a separate screen, such as an arrival. Not only is the planned arrival time displayed, but also the expected deviation if the train maintains its current speed. This helps drivers to anticipate their timetable accurately and in good time.

Information for drivers falling under ancillary services		
		Note: The timetable information in the application is limited. The full timetable provided by the railway undertaking remains authoritative. **ORBIT** This information service gives a warning to the driver if a stop signal, buffer stop or stop sign is approached at too high a speed in the centrally controlled area. The service comprises the provision of: 1. Real-time information on the first following controlled stop signal (ESBS) of each train. 2. Application on the hardware in the train. 3. ORBIT monitoring reports and access to the ORBIT Monitoring application. 4. Daily provision of the ORBIT performance data. 5. Implementing the relevant rolling stock data at the railway undertaking's request. 6. The possibility to switch off the sound in the train at the request of the railway undertaking. 7. The possibility to (temporarily) switch off the sound for all or certain signals at the request of the railway undertaking.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours.
3.1.2	Technical characteristics	**RouteLint Datastream** This datastream is based on geographical infrastructure data from the Naiade-/ GeoPublicatie chain. This data source is still under development. As a result, it will take several months after the completion of infrastructure projects (works) before information about the current situation is available. If any problems with data quality are identified, these can be reported via www.spoordata.nl. **Routelint App** This app uses the RouteLint Datastream. The geographical infrastructure data used for this datastream may not be entirely up to date. To prevent incorrect information from being displayed, a black area is shown when there is (possibly) outdated infrastructure data. If any problems with data quality are identified, these can be reported via www.spoordata.nl. The overview of completed and ongoing infrastructure projects at https://www.spoordata.nl/verwerkte-projecten can be used to determine how up to date the national picture shown in the app is. **ORBIT** Railway undertakings arrange for the hardware in the train. The hardware (On Board Unit) is available as a catalogue item from Strukton. If the railway undertaking already has a suitable hardware platform in the train, the ORBIT Train software can alternatively be supplied as a separate component, whereby the railway undertaking itself realises the integration with its own platform. ProRail can support the study and realisation of this alternative.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	The use of these services is subject to a charge. • **RouteLint Datastream:** €0.007349 per forecast train kilometre. • **RouteLint App**: €0.011931 per forecast train kilometre. • **ORBIT:** €0.008243 per forecast train kilometre. This concerns the charge for use, the implementation concerns customisation for which a price proposal is made on request.
4.2	Information relating to the discount on the user charge	N/A

Information for drivers falling under ancillary services		
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	**RouteLint_Datastream** This datastream is provided in the European standard SFERA. **Routelint App** The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications. **ORBIT** The railway undertaking requires appropriate equipment for this purpose (see item 3.1.2 of this table).
6. Capacity request		
6.1	Access request	Via ICT and information services (informatiediensten@prorail.nl). If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a railway undertaking, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as a railway undertaking, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM. If you are already using ORBIT, you can request access to ORBIT's monitoring application, MONA, through IDM.
6.2	Handling time	**RouteLint Datastream & ORBIT** Requests will be processed within ten working days. **Routelint App** A maximum processing time of ten working days has been set for requesting and accessing the application, provided access to the datastream is available.
6.3	Information on capacity availability and TCRs	N/A

3.3 Description of ICT and information services for drivers of operators known to ProRail

Network Database (Wegkennisbank)
The Network Database is provided by NedTrain B.V. For further information on this service, see the list of providers of rail-related services and service facilities known to ProRail on the ProRail website.

4 Description of ICT and information services for submitting and changing a capacity request and confirming departure as part of the train path service.

4.1 Description of ICT and information services for submitting or changing a capacity request and confirming departure as part of the train path service.

Submitting or changing a capacity request and confirming departure as part of the train path service.		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). As part of the train path service, the following ICT and information services are offered to submit or alter a capacity request or confirm departure: Capacity requests according to TAF/TAP TSI standard, Order Portal, My Trains, DONNA and Train Number List (TNR). The departure of a freight train can be confirmed via My Trains. Train Number List (TNR) is an ancillary application that displays the valid train numbers that may be used on a specific date by a specific railway undertaking.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and thus the aforementioned ICT and information services) are provided during the term of the Network Statement.
2. Function		
2.1	Description	The following ICT services are available for titleholders to submit and alter a capacity request: **Submit capacity requests according to TSI TAF/TAP standard** The submission of capacity requests for train paths, the receipt 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 TSI TAF/TAP messages: • The Path Request message (based on section 4.2.2.2 of TSI TAF and 4.2.17.1 of TSI TAP). • The Path Details message (based on section 4.2.2.3 of TSI TAF and 4.2.17.2 of TSI TAP). • The Path Details Refused message (based on section 4.2.2.5 of TSI TAF and 4.2.17.5 of TSI TAP). • The Path Confirmed message (based on section 4.2.2.4 of TSI TAF and 4.2.17.4 of TSI TAP). • The Receipt Confirmation message (based on section 4.2.2.8 of TSI TAF and 4.2.17.7 of TSI TAP). • The Path Not Available message (based on section 4.2.2.7 of TSI TAF and 4.2.17.8 of TSI TAP). • The Path Cancelled message (based on section 4.2.2.6 of TSI TAF and 4.2.17.6 of TSI TAP). • The Error message (based on European sector agreements). 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 the 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. **Order Portal (Orderportaal)**

Submitting or changing a capacity request and confirming departure as part of the train path service.		
		Applicants can use the Order Portal to submit requests for train paths in the Netherlands. The train paths created by ProRail are displayed to applicants in the Order Portal. 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 in the Order Portal for the timetable phase, the ad hoc phase and the traffic control phase. **My Trains (Mijn Treinen)** My Trains shows by default an overview of all scheduled trains related to the railway undertaking for the next 24 hours (with the option to display all scheduled trains in the VOS allocation plan) and of running trains (with the option for the railway undertaking to easily submit certain intervention requests). For railway undertakings, these include intervention requests such as: - Requesting current timetables known to ProRail - Requesting train paths (forwarded to Order Portal) - Changing train paths (forwarded to Order Portal) - Cancelling train paths (takes place automatically via the Order Portal) - Forwarding of further message or conditional delay at any handling point - Alerts for handling a request, change or cancellation of a train path For freight carriers, the following additional functionalities are available: - Freight trains check-in (GTI), including alerts - Insight into the status of the departure composite, including alerts - Alert if a freight train with running characteristic GO does not have a valid departure composition in a timely* manner. * Timely depends on the agreements in force at the time. It has been agreed as a start that an alert will be displayed at fifteen minutes before actual transit time at the border or at fifteen minutes before departure in the Netherlands by means of an information button 'No Valid Departure Composition, urgent action required' (Geen Vigerende Vertreksamenstelling, dringend actie vereist). Additionally, any railway undertaking can use My Trains to request current timetables. **DONNA** This application concerns the planning, requesting and allocation of all forms of infrastructure use at both network and node level. In DONNA, a titleholder can view the planning and/or make the planning and capacity requests itself, but this work can also be outsourced to a third party. The capacity allocation procedure can be monitored and DONNA gives information on the occupied or available infrastructure capacity up to the time that the planning closes, which is 2 to 4 days before the traffic day. Also available is a standard interface with which all titleholders can establish connections with their systems for personnel, vehicle deployment or management information. **Train Number List (TNR)** Valid train numbers are managed through this application. 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.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	**Submit capacity requests according to TSI TAF/TAP standard** • Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours **Order Portal, My Trains and Train Number List (TNR)**

Submitting or changing a capacity request and confirming departure as part of the train path service.		
		• Availability of facility: 7x24 hours (subject to fixed maintenance periods). • Availability of service desk: 7x24 hours. **DONNA** • Availability of facility: 7x24 hours (subject to fixed maintenance periods). • Availability of helpdesk: during working days from 07:30 – 17:30.
3.1.2	Technical characteristics	**Submit capacity requests according to TSI TAF/TAP standard** Possibility to submit capacity requests according to the TSI TAF/TAP standard. **Order Portal (Orderportaal)** Access to the Capacity Requests option within the web-based application GMS[228] **My Trains (Mijn Treinen)** Access to the My Trains option within the web-based application GMS **DONNA** An authorisation[229] (DONNA user account and a Citrix account, per user) providing access to the application, and use of the functionalities granted within the scope of the authorisation.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	The listed ICT and information services are provided from the train path service, see section 5.3.1 *Train path*. Multi-factor authorisation based on a Microsoft account can be used for access to Order Portal and My Trains. 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	**Submit capacity requests according to TSI TAF/TAP standard** **Order Portal** and **My Trains** The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website. **DONNA** Any hardware and software modifications are for the user's account (e.g., installation of software for Citrix, Adobe Acrobat Reader, make own systems suitable for standard interface and/or increase hard disk capacity). Use of DONNA is subject to the procedures laid down by ProRail. Employees of a titleholder with an Access Agreement or Capacity Agreement will be granted an entry account to use DONNA on condition that the employee in question has successfully completed the VVRV exam. If this service is terminated, further consultation with ProRail is necessary to ensure that applications can be processed in a different manner. This is because of ProRail's staffing capacity.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	**Submit capacity requests according to TSI TAF/TAP standard**

[228] GMS is ProRail's Generic HMI (HMI = Human Machine Interface) System. This system forms a single portal for end users within which various functionalities focused on the operation (such as WLIS and the Order Portal) can be launched and handled.

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

Submitting or changing a capacity request and confirming departure as part of the train path service.		
		Communication exclusively takes place between the Common Interface of ProRail and the Common Interface of the railway undertaking. **Order Portal, My Trains** and **Train Number List (TNR)** The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is granted using multi-factor authentication based on a Microsoft account (see ProRail's browser policy under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications. **DONNA** The application is accessible from any computer with a Citrix Customer, an Internet connection and Edge or Chrome as browser (DONNA may not work well with Safari) and may also be accessible for existing users via Logistics Portal --> Applications.
6. Capacity request		
6.1	Access request	**Submit capacity requests according to TSI TAF/TAP standard** Request via ICT and information services (informatiediensten@prorail.nl). **Order Portal, My Trains** and **Train Number List (TNR)** If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a railway undertaking, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as railway undertaking, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM. **DONNA** New titleholder: via Account Management, accountmanagement@prorail.nl Existing titleholder: via the DONNA Service Organisation, Donna@prorail.nl
6.2	Handling time	**Submit capacity requests according to TSI TAF/TAP standard** Requests will be processed within five working days. **Order Portal, My Trains** and **Train Number List (TNR)** A maximum handling time of ten working days is set between the request for and granting of access to the application. **DONNA** *DONNA entry account:* Six weeks of training and after positive completion of the VVRV exam, a maximum processing time of five working days is set for application and access. *DONNA view account*: Training of one working day. After training, a maximum processing time of five working days is set for application and access to the application.
6.3	Information on capacity availability and TCRs	N/A

4.2 Description of ICT and information services for submitting and modifying a capacity request and confirming the departure of operators known to ProRail

4.2.1 Path Coordination System (PCS)

The Path Coordination System (PCS) application is supplied by RailNetEurope. For further information on this service, see the website of RailNetEurope and/or the overview of providers of rail-related services and service facilities known to ProRail on the ProRail website.

4.2.2 European Capacity Management Tool (ECMT)

This is an application providing a centralised overview of capacity supply and capacity models of railway lines and routes and is provided by RailNetEurope. For further information on this service, see the website of RailNetEurope and/or the overview of providers of rail-related services and service facilities known to ProRail on the ProRail website.

4.2.3 Charging Information System (CIS)

Charging Information System (CIS) is an application providing information on charges related to the use of European rail infrastructure and is provided by RailNetEurope. For further information on this service, see the website of RailNetEurope and/or the overview of providers of rail-related services and service facilities known to ProRail on the ProRail website.

5 Description of ICT and information services related to shunting

5.1 Description of ICT and information services related to shunting as part of the train path service as well as the stabling and shunting service

Shunting as part of the train path service as well as the stabling and shunting service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). The stabling and shunting service falls under Category 2 of Annex II to Directive 2012/34/EU. The following ICT services for shunting are offered as part of the train path service as well as the stabling and shunting service: - LOA-Online - Wagon Load Information System (WLIS, WagenLading Informatie Systeem) - Spoorbezettingsplan (Track Occupation Plan) - Kijfdis
1.2	Provider	ProRail
1.3	Term of validity	These services (and therefore the ICT and information services mentioned above) are offered during the term of the Network Statement.
2. Function		
2.1	Description	The following ICT services are available to titleholders: **LOA-Online** An order system with which railway undertakings request shunting routes for assessment by movements inspectors. 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. This application cannot be used at Kijfhoek. For requests for shunting routes at Kijfhoek, contact traffic control (by phone). **WLIS** Wagon Load Information System (WLIS) consists of the WLIS applications and the WCM (WLIS Case Management) application. *WLIS applications*:

Shunting as part of the train path service as well as the stabling and shunting service		
		In WLIS Departure compositions, railway undertakings can register the departure compositions of freight trains. Departure compositions are delivered via a legal European format, Train Composition Message (TCM). Railway undertakings can register the position of RID wagons on track numbers at rail yards in relation to other rid (and non-RID) wagons in WLIS track occupations and in the mobile web application. See also the *Manual for supplying load data VL-PRC331* on the Logistics Portal. *WCM application:* In WCM, weekly inspection reports are shared with rail operators. The inspections are carried out by ProRail Incident Response Department. Railway undertakings can respond to this in the system. Railway undertakings are legally obliged to provide ProRail with real-time location data of wagons carrying RID goods. ProRail provides the ICT facility to railway undertakings to be able to provide the data. ProRail also shares this data with the emergency services in the event of an incident and with the Ministry of Infrastructure and the Environment in the context of the Basisnet spoor safety regulations. **Spoorbezettingsplan** (Track Occupation Plan) This application provides a real-time overview of the track occupation of rail yards, as well as the planning for the next sixteen hours. In addition, Spoorbezettingsplan provides an overview of the characteristics of the tracks of those rail yards, such as length and type of track. For now, the rail yards are limited to the Betuweroute, Havenspoorlijn Rotterdam and Amsterdam Westhaven. **Kijfdis** Kijfdis is the planning and registration system for the shunting hump at Kijfhoek rail yard. The system provides the necessary link with the MSR-32 hump control system, offers support in the management of connections schedules, administers wagons on the tracks and provides the interface with WLIS. The application consists of the Kijfdis application itself and the interfaces between the system of the railway undertaking and Kijfdis (vice versa). *Kijfdis application*: Kijfdis is the only system that allows data to be exchanged with the automated hump control system (MSR). The use of Kijfdis is therefore a prerequisite for using the shunting hump. Railway undertakings that carry out the hump shunting process (for themselves and/or for other railway undertakings) are the main users of the system and carry out most of the transactions. They get authorisations to create hump lists and have them handled through MSR. Railway undertakings that have the hump shunting process carried out by other railway undertakings are given read permission to monitor the progress of the operations. Wagon movements (via the shunting hump or via own shunting operations) are administered in Kijfdis and these movements are passed on to WLIS (provided the quality of the administration meets the requirements for this). *Interfaces:* Interfaces between Kijfdis and railway undertaking systems (vice versa): Railway undertakings that want to hump shunt wagons at Kijfhoek must supply the data of their wagons to Kijfdis via a system-specific interface, which is based on the Hermes30 message. Kijfdis provides the composition of wagons on departure (after hump shunting) to the railway undertaking system via a system-specific interface. This interface is also based on the Hermes30 message. As a workaround there is an option to enter the data manually into Kijfdis and/or the own system. This task lies with the railway undertaking.

Shunting as part of the train path service as well as the stabling and shunting service		
		Data from various railway undertakings are distinguished in the system so that it is clear which wagon belongs to which railway undertaking. Access to commercially relevant wagon data is protected from third parties.
3. Description of the facility		
3.1	Locations	Kijfdis only supports the hump shunting process at Kijfhoek Other: N/A
3.1.1	Availability	Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). Availability of service desk: 7x24 hours WCM *application*: Supported only during weekdays from 08:00 - 17:00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	No planned changes
4. User costs		
4.1	Information related to the user charge	These ICT and information services are provided as part of the train path service, see section 5.3.1 *Train path*. **WLIS applications** Multi-factor authorisation based on a Microsoft account can be used to access WLIS Departure Compositions and WLIS Track Occupations. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account. **Kijfdis** The charge for using the Kijfdis ICT service is included in the charge for the stabling and shunting service, see section 7.3.5.2.1 *Stabling and shunting*.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website. Correctness of wagon and load data important for safety: a. The railway undertaking that provides the wagons for hump shunting is responsible for the accuracy of the data provided. b. The railway commissioning the hump shunting(*) is able to adjust data, and is therefore responsible for adequate and careful management of the accuracy of this data. c. The railway undertaking that records the shunting operations is responsible for the correct administration of these wagon movements. (*) Railway undertakings performing the hump shunting (for own trains or for other railway undertakings) have access to some of the wagon and load data of all railway undertakings using the system. This data can only be partially shielded for reasons of process safety.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	The railway undertaking works independently in the system, within the guidelines applicable to system use. The railway undertaking itself is responsible for supervising the work that its own employees perform in the system. For example, the system allows the modification of wagon and load data, under the responsibility of the railway undertaking. The railway undertaking itself provides first-line support for its own users by appointing core users. These core users are the point of contact within their own organisation for the use of the functionalities and identification of functional problems and requirements. ProRail only provides second-line functional support. The core users participate in central consultation on desired system adaptations and the testing of new system versions. ProRail provides system training and training

Shunting as part of the train path service as well as the stabling and shunting service		
		documentation for end users and core users. Extension of system training to process training is the task and responsibility of the railway undertaking.
5.4	IT systems	The applications can be accessed from any computer with an internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is provided using multi-factor authentication based on a Microsoft account (see the access policy for ProRail applications under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications.
6.Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a railway undertaking, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as railway undertaking, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

5.2 Description of ICT and information services related to shunting as part of the stabling and shunting service

Shunting as part of the stabling and shunting service		
1. General information		
1.1	Facility	The stabling and shunting service falls under Category 2 of Annex II to Directive 2012/34/EU. The Handling and Stabling Data and Information (BODI) ICT service is offered as part of the stabling and shunting service. Handling and Stabling Data and Information (BODI) is an ICT service that provides ProRail with information on the utilisation of passenger yards up to ten years into the future. This ICT service is intended only for railway undertakings engaged in passenger transport.
1.2	Provider	ProRail
1.3	Term of validity	This ICT service is offered during the term of the Network Statement.
2. Function		
2.1	Description	BODI is a tool for carrying out capacity analyses for the handling and (long-term) stabling of rolling stock at passenger yards. The capacity needs of railway undertakings engaged in passenger transport are mapped in the application and compared with the available supply. Such analyses form the basis for identifying capacity bottlenecks and deciding on measures to increase capacity. For more information on delivering yard utilisation data up to ten years into the future, see section 3.4.6 and Appendix 8, item 1.1.
3. Description of the facility		

3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of helpdesk: during working days from 08:00 – 17:00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	N/A
4. User costs		
4.1	Information related to the user charge	No charge is levied for the use of this ICT service. 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	N/A
5.2	Technical requirements made of rolling stock	N/A
5.3	Independent use	N/A
5.4	IT systems	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is provided using multi-factor authentication based on a Microsoft account (see the access policy for ProRail applications under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications.
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a client of ProRail: • If your company is not yet a client of ProRail, you can click here for more information about the request procedure. • If your company is already a customer 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	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

6 Description of ICT and information services for information on and coordination of capacity for works

6.1 Description of the ICT and information services for information on and coordination of capacity for works as part of the train path service

Information on and coordination of capacity for works as part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package).

Information on and coordination of capacity for works as part of the train path service		
		As part of the train path service, the ICT and information services Btd-planner, Btd-planner reports, TCR map and TCR files are provided, services that allow information on coordinating on capacity for works.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and thus the aforementioned ICT and information services) are provided during the term of the Network Statement.
2. Function		
2.1	Description	The following ICT and information services are available to titleholders to obtain information on and/or coordinate capacity for works: Btd-planner In this application, the coordination with the parties (contractors/railway undertakings/ProRail) takes place with regard to both incidental and volume TCRs (weekly TCRs) in the context of the application and allocation process. Btd-planner also provides all relevant information on the status of both weekly and incidental TCRs. This 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. **Btd-planner reports (Btd-planner Rapportage)** This application reflects the data recorded in Btd-planner and allows users to obtain overviews, both for incidental TCRs and volume TCRs (weekly TCRs) for management. **TCR map (Buitendienststellingskaart)** Geographical representation of all planned TCRs in the Netherlands. This application should only be used as a tool, the information from Btd-planner or Btd-planner reports is leading. **TCR files (Buitendienststellingsdossiers)** Recording of agreements and thereby communicating ProRail's planned reduced availability of railway infrastructure if necessary for carrying out repair activities on that railway infrastructure in the short term (<36 hours).
3. Description of the service		
3.1	Locations	N/A
3.1.1	Availability	• Availability of facility: 7x24 hours (subject to fixed maintenance periods). • Availability of service desk: - Btd-planner and TCR files: 7x24 hours. - Btd-planner reports & TCR map: during weekdays from 08:00 - 18:00.
3.1.2	Technical characteristics	All the above applications can be accessed via an external ProRail account. Access to TCR files is provided via the web-based GMS application.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	All applications mentioned are provided as part of train path service, see section 5.3.1 *Train path*. Multi-factor authentication based on a Microsoft account can be used to access TCR files. 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	One day's training is required to use Btd-planner. The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A

Information on and coordination of capacity for works as part of the train path service		
5.3	Independent use	N/A
5.4	IT systems	The applications can be accessed from any computer with an internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). The applications can be accessed via Logistics Portal --> Applications. **TCR files (Buitendienststellingsdossiers)** Access is provided using multi-factor authentication based on a Microsoft account (see the browser policy for ProRail applications under the overview table at the beginning of Appendix 23).
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a titleholder, are not yet a customer of ProRail, you can click here for further information on the request procedure. • If, as a titleholder, you are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

7 Description of the ICT and information services related to communication

7.1 Description of the ICT and information services related to communication as part of the train path service

Communication, part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). As part of the train path service, ProRail provides the ICT service GSM-R Voice Rail Safety that facilitates communication between the train driver and traffic control.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and therefore the GSM-R Voice Rail Safety service) is offered during the term of the Network Statement.
2. Function		
2.1	Description	GSM-R Voice Rail Safety is the radio communication system for the purpose of railway safety and offers the following features: • Conversations between traffic control and drivers on the basis of train number. • Receipt by drivers of general calls by traffic control. • Sending of alarm calls by drivers to traffic control and vice versa. All conversations are recorded for safety purposes. A GSM-R connection also allows for use of foreign GSM-R networks. Railway undertakings with foreign GSM-R SIM cards can also make use of the ProRail GSM-R network.
3. Description of the service		
3.1	Locations	N/A

Communication, part of the train path service		
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours.
3.1.2	Technical characteristics	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 related to the user charge	All applications mentioned are provided as part of train path service, see section 5.3.1 *Train path*.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	ProRail reserves the right to set off external costs in case of misuse of the GSM-R service. The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website. The communication between driver and movements inspector is recorded. These audio recordings are used in case of an incident, accident or dangerous situation, but also for e.g. training purposes and improving operating processes. For further information see the privacy statement of ProRail on www.prorail.nl. Railway undertakings are obliged to inform their drivers about this.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	The railway undertaking must have appropriate equipment approved for use with GSM-R. A connection to the GSM-R network via a SIM card is required.
6. Capacity request		
6.1	Access request	SIM card request via ICT and information services (informatiediensten@prorail.nl).
6.2	Handling time	A maximum handling time of ten working days has been set between the request for and delivery of the GSM-R SIM card.
6.3	Information on capacity availability and TCRs	N/A

7.2 Description of ICT and information services related to communication falling under ancillary services

Communication falling under ancillary services		
1. General information		
1.1	Facility	These services fall under Category 4 of Annex II to Directive 2012/34/EU (ancillary services). The following ICT and information services are available as ancillary services (provision of supplementary information) for communication: GSM-R Handhelds and GSM-R Other rail-related voice and data communication.
1.2	Provider	ProRail
1.3	Term of validity	The said ICT and information services are provided during the term of the Network Statement.
2. Function		
2.1	Description	The following ancillary ICT and information services are available to railway undertakings for the purpose of communication:

Communication falling under ancillary services		
		GSM-R Handhelds (GSM-R Portofonie) Operational voice communication (point-to-point and group communication via handhelds at rail yards or in tunnels). The Voice Rail Safety service is also supported within GSM-R Handhelds. **GSM-R Other rail-related voice and data communication** Operational voice communication (point-to-point via handhelds at rail yards or tunnels) and data communication (text, circuit switched or packet switched for telemetry applications).
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	N/A
3.1.2	Technical characteristics	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 related to the user charge	On request, depending on specific wishes (see section 5.5.1 *Access to the telecommunications network*).
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	The railway undertaking must have appropriate equipment approved for use with GSM-R. A connection to the GSM-R network via a SIM card is required.
6. Capacity request		
6.1	Access request	Via ICT and information services (informatiediensten@prorail.nl).
6.2	Handling time	Ten working days for delivery of the GSM-R SIM card. Depending on the complexity of the request, the delivery time is a maximum of three months.

8 Description of the ICT and information services for viewing and coordinating incidents and calamities

8.1 Description of the ICT and information services for viewing and coordinating incidents and calamities as part of the train path service

Viewing and coordinating incidents and calamities as part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). As part of the train path service, the ICT service SpoorWeb is offered for information on coordinating incidents and calamities.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and thus SpoorWeb) is offered during the term of the Network Statement.
2. Function		
2.1	Description	In the event of disruptions, ProRail and the railway undertakings will communicate via the SpoorWeb application about the handling of the disruption. Other affected parties,

Viewing and coordinating incidents and calamities as part of the train path service		
		including contractors and public emergency services, are also informed by ProRail from SpoorWeb. This provides all parties involved with central access to all important information on a disruption, such as the affected railway infrastructure, the anticipated end time as well as information on cancelled and rerouted trains. The user type (view/change) can be set per employee, according to the customer's specifications.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	This application is provided as part of the train path service, see section 5.3.1 *Train path*. Multi-factor authentication based on a Microsoft account is used for access. Business use of a Microsoft Account is charged by Microsoft to the titleholder.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is provided using multi-factor authentication based on a Microsoft account (see the browser policy for ProRail applications under the overview table at the beginning of Appendix 23). Access to this service is via a Citrix account (personal Business-to-Business account), after which the application can be started with a SpoorWeb account. The application is available via Logistics Portal -> Applications.
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a railway undertaking, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as railway undertaking, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

8.2 Description of ICT and information services related to incidents and calamiteiten falling under ancillary services

Information on incidents and calamities falling under ancillary services		
1. General information		
1.1	Facility	This service falls under Category 4 of Annex II to Directive 2012/34/EU (ancillary services). The ancillary services (provision of supplementary information) include the provision of information on incidents and calamities through the information service: Provision of tailor-made incident data and SpoorWeb for titleholders not qualified as railway undertakings.
1.2	Provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description	The following ancillary ICT service is available to railway undertakings for the purpose of information on incidents and calamities: **Provision of tailor-made incident data** (on condition that the data are available in SpoorWeb). These data can be read into own applications or used for analysis purposes. The following datastreams are delivered: • Real-time standard obstruction measures (including image) • Applied obstruction measures • Data related to an undesired event, limited to a specific titleholder The following ancillary ICT service providing information on incidents and calamities is available to titleholders not qualified as railway undertakings: **SpoorWeb** In the event of disruptions, ProRail and the railway undertakings will communicate via the SpoorWeb application about the handling of the disruption. Other affected parties, including contractors and public emergency services, are also informed by ProRail from SpoorWeb. This provides all parties involved with central access to all important information on a disruption, such as the affected railway infrastructure, the anticipated end time as well as information on cancelled and rerouted trains. Titleholders who do not qualify as railway undertakings have a view function so that, in the event of disruptions and delays, they can reschedule more quickly and communicate forecasts to their customers. The user type (view/change) can be set per employee, according to the customer's specifications.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	**Provision of tailor-made incident data** Standard Obstruction Measures, daily file delivery (1x per day). Other datastreams on a 7x24 hour basis. Ancillary management services: during office hours. **SpoorWeb** • Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours.
3.1.2	Technical characteristics	**Provision of tailor-made incident data** Standard Obstruction Measures are delivered as one or more data files (XML file). Other data is accessed via a direct data link.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	**Provision of tailor-made incident data** There are no additional costs associated with its use. However, the set-up costs (on quotation basis) are charged per datastream purchased. **SpoorWeb**

Information on incidents and calamities falling under ancillary services		
		Titleholders not qualified as railway undertakings will be charged €4,415 per account for this application. Multi-factor authentication based on a Microsoft account is used for access. Business use of a Microsoft Account is charged by Microsoft to the titleholder.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	**Provision of tailor-made incident data** • Real-Time Standard Obstruction Measures: This concerns a datastream in the form of XML files that takes place via an exchange server. • Applied Obstruction Measures and 'Data relating to an undesirable event restricted to a specific titleholder': These datastreams are accessed via ESB adapters and provide a constant flow of information. **SpoorWeb** The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is provided using multi-factor authentication based on a Microsoft account (see the browser policy for ProRail applications under the overview table at the beginning of Appendix 23). Access to this service is via a Citrix account (personal Business-to-Business account), after which the application can be started with a SpoorWeb account. The application is available via Logistics Portal -> Applications.
6. Capacity request		
6.1	Access request	**Provision of tailor-made incident data** Via ICT and information services (informatiediensten@prorail.nl). **SpoorWeb** If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a titleholder, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as a titleholder, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	**Provision of tailor-made incident data** Requests will be processed within ten working days. **SpoorWeb** A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

8.3 Description of publication systems for information on incidents and calamities

Description of publication systems for information on incidents and calamities		
1. General information		
1.1	Facility	Information on incidents and calamities can be obtained through the ICDOC publication system. ICDOC is the railway incidents and calamities platform. The platform was developed for and by the OCCR and can be used by employees of ProRail and railway undertakings.
1.2	Provider	ProRail
1.3	Term of validity	Access to this portal is offered during the term of the Network Statement.
2. Function		
2.1	Description	The platform contains information regarding the handling of incidents and calamities by the above parties, such as handling scenarios, travel guidance, on-call duty information and seasonal measures. The ICDOC also contains updates (including disruptions and works) and the OCCR contact details.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of helpdesk: during working days from 08:00 – 17:00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	N/A
4. User costs		
4.1	Information related to the user charge	There are no additional costs associated with its use.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	N/A
5.2	Technical requirements made of rolling stock	N/A
5.3	Independent use	N/A
5.4	IT systems	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Following registration, this application is accessible via an own company account. The application is available via Logistics Portal -> Applications.
6. Capacity request		
6.1	Access request	ICDOC is accessible to all employees of ProRail and railway undertakings. Register for ICDOC via the following link: registratie.icdoc.online
6.2	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

9 Description of ICT and information services for intervention purposes

9.1 Description of ICT and information services for intervention purposes as part of the train path service

Information for intervention purposes, part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). As part of the train path service, real-time information on train movements, rolling stock and personnel is provided for intervention purposes. This takes place through the publication of Provision of planning and performance information according to TSI TAF/TAP standard, the SpoorViewer application, and the publication of Real-time traffic information.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and therefore also the publication of planning and performance information according to TSI TAF/TAP standard and SpoorViewer) is offered during the term of the Network Statement.
2. Function		
2.1	Description	The following ICT services are available to railway undertakings: 1) **Provision of planning and performance information according to TSI TAF/TAP standard**[230] The provision of performance information on the basis of the TSI TAF/TAP messages: - The 'Train running forecast' message (in accordance with section 4.2.4.3 TSI TAF). - The 'Train running information' message (in accordance with section 4.2.4.2 TSI TAF). - The 'Train running interruption' message (in accordance with section 4.2.5.2 TSI TAF). ProRail receives and sends the messages via the Common Interface and uses the Common Reference Data (Location Codes and Company Codes) in the messages. The messages are provided to titleholders on the basis of the Operational Train Number and will in time be replaced with the Train_ID. 2) **Spoorviewer**[231] SpoorViewer provides real-time information on train movements and infrastructure conditions in the Netherlands. SpoorViewer also makes deviations in the planning visible, provides information on all traffic and can zoom in on regional and route section level. 3) **Real-time traffic information** Provision of real-time traffic information on the movement of all trains. This information can be used to perform safety-related checks when changing tracks. Examples of such checks include: • Checking route compatibility by combining this information with data from the Infrastructure Register (RINF), as required by European legislation. • Checking the safety of employees (for example, not scheduling staff changes while a train is standing on a middle track). Disclaimer: the railway company itself is responsible for checking this track information at all times.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours.
3.1.2	Technical characteristics	**Provision of planning and performance information according to TSI TAF/TAP standard**

230 This information is also provided to tour operators and ticket sellers in accordance with Article 10 of European Regulation 2021/782.

231 Based on information displayed in SpoorViewer, no actions may be taken that endanger the safety of people, animals and/or resources.

Information for intervention purposes, part of the train path service		
		ProRail receives and sends the messages via the Common Interface and uses the Common Reference Data (Location Codes and Company Codes) in the messages. **Real-time traffic information** This data is received on the basis of the API management system offered by ProRail. This API can be purchased on the basis of agreements between ProRail and the customer.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	These ICT services are provided as part of the train path service, see section 5.3.1 *Train path*. **Spoorviewer** Multi-factor authentication based on a Microsoft account is used for access. Business use of a Microsoft Account is charged by Microsoft to the titleholder.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	**Provision of planning and performance information according to TSI TAF/TAP standard** Communication exclusively takes place between the Common Interface of ProRail the Common Interface of the railway undertaking. **Spoorviewer** The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is granted using multi-factor authentication based on a Microsoft account (see ProRail's browser policy under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications. **Real-time traffic information** Provision of real-time traffic information is carried out via API management. Communication takes place exclusively via ProRail's API management system.
6. Capacity request		
6.1	Access request	**Provision of planning and performance information in accordance with the TSI TAF/TAP standard** and **Real-time traffic information**. Via ICT and information services (informatiediensten@prorail.nl). **Spoorviewer** If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a railway undertaking, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as railway undertaking, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	**Provision of planning and performance information in accordance with the TSI TAF/TAP standard** and **Real-time traffic information**. Requests will be processed within five working days.

Information for intervention purposes, part of the train path service		
		Spoorviewer A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

9.2 Description of ICT and information services for intervention purposes falling under ancillary services

Information for intervention purposes, falling under ancillary services		
1. General information		
1.1	Facility	These ICT and information services fall under Category 4 of Annex II to Directive 2012/34/EU (ancillary services). As an ancillary service, real-time information on train movements, rolling stock and personnel is provided for intervention purposes. This is done through the following applications and publications: The MeekijkVOS application, the Punctuality map application, the publication Provision of planning and performance information according to NL standard and the publication Provision of rolling stock and train position service.
1.2	Provider	ProRail
1.3	Term of validity	The services are offered during the term of the Network Statement.
2. Function		
2.1	Description	The following ancillary ICT and information services are available to railway undertakings to obtain information for intervention purposes: **MeekijkVOS** This information provides real-time information on train movements of railway undertakings in the Netherlands using a view function in the traffic control system of ProRail by means of the VOS application. **Punctuality map (Punctualiteitskaart)** This information service provides real-time graphical information on the punctuality of passenger train services. **Provision of planning and performance information according to NL standard** 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. **Provision of rolling stock and train position service** The provision of real-time data on train positions on the basis of train detection systems. The GPS positions provided by the railway undertaking are enriched with track data and the resulting train and rolling stock positions are made available. In addition to the railway undertaking's own use for accurate tracking and tracing of its rolling stock, the data is also incorporated into SpoorWeb, creating benefits for the railway undertaking in the form of professionalisation of its incident reponse. The ability to determine exact locations means that all parties involved can act more quickly in the event of an incident, thereby limiting (environmental) damage and injury, and possibly even saving lives.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours.

Information for intervention purposes, falling under ancillary services		
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	The use of these ICT and information services are subject to a charge: • MeekijkVOS: €2,828 per account • Punctuality map: no charge. • Provision of planning and performance information (NL): €6,988 per connection (this concerns the user charge, the implementation concerns customisation for which a price proposal will be made on request). • Provision of rolling stock and train position service: no charge.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	**MeekijkVOS, Provision of planning and performance information according to NL standard** and **Provision of rolling stock and train position service** The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website. **Punctuality map (Punctualiteitskaart)** The formal punctuality score per railway undertaking is determined by the ProRail Performance Analysis Bureau (PAB), the data shown in the map should not be used as a substitute for the PAB reports.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	**MeekijkVOS** The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access to the MeekijkVOS application is provided via a Citrix account, after which the VOS viewing screens can be started with a VOS viewing account. The application is available via Logistics Portal -> Applications. **Punctuality map (Punctualiteitskaart)** The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). The application is available via Logistics Portal -> Applications. **Provision of planning and performance information according to NL standard** Provision takes place via a direct link. **Provision of rolling stock and train position service** Data is provided via the Internet (https server in combination with certificates).
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a railway undertaking, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as railway undertaking, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM. The punctuality map can be accessed directly via Logistics Portal -> Applications.

Information for intervention purposes, falling under ancillary services		
		The publications **Provision of planning and performance information (NL)** and/or **Provision of rolling stock and train position service** can be requested via ICT and information services (informatiediensten@prorail.nl).
6.2	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to **MeekijkVOS**. **Punctuality map**: available immediately. Applications for the publications **Provision of planning and performance information according to NL standard** and/or **Provision of rolling stock and train position service** will be processed within five working days.
6.3	Information on capacity availability and TCRs	N/A

9.3 Description of ICT and information services for the purpose of adjustment, provided by operators known to ProRail

9.3.1 Train Information System (TIS)

This application provides real-time information on movements of international passenger trains and national and international freight trains and is provided by RailNetEurope. For further information on this service, see the website of RailNetEurope and/or the overview of providers of rail-related services and service facilities known to ProRail on the ProRail website.

9.3.2 NDOV desk (NDOV Loket)

The National Data OV desk is the source for the provision of planned and real-time travel information (from railway undertakings involved in passenger transport), fares, public transport zones and stop accessibility. Through this desk, travel information in the Netherlands is made available as open data with CC0 exemption. For further information on this service, see the supplier's website https://ndovloket.nl/ and/or the overview of providers of rail-related services and service facilities known to ProRail on the ProRail website.

10 Description of the ICT and information services related to the delivered train service performance

10.1 Description of the ICT and information services related to the delivered train service performance as part of the train path service

Information about the delivered performance as part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). As part of the train path service, information on the delivered train service performance can be obtained through the information service Standard reporting and provision of data on train service performance.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and thus the information on the performance delivered) is offered during the term of the Network Statement.
2. Function		
2.1	Description	The information system Standard reports and provision of data on train service performance consists of:

Information about the delivered performance as part of the train path service		
		- Standard traffic performance report: report on the various performances of the own train service whereby a choice can be made in terms of product options, delivery frequency and variation (detailing and aggregation level of data), see the table below for a more detailed explanation. - Standard monitoring report: a daily standard report with train deviations (registered by ProRail) to be explained from the own train service, classified by causes and magnitude of delay jumps and with safety incidents and related data. - Standard provision of traffic performance data: provision of measurement data of the performance of the own train service. The report and data concern the main railway network managed by ProRail, excluding the locally controlled areas.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	Depending on the agreed frequency.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	This publication is provided as part of the train path service, see section 5.3.1 *Train path*.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	The information products are delivered to a standard email address specified by the railway undertaking. From this email address, the authorised customer can distribute the products within his own organisation.
6. Capacity request		
6.1	Access request	Via the Performance Analysis Office (PAB@prorail.nl).
6.2	Handling time	Requests will be processed within five working days.
6.3	Information on capacity availability and TCRs	N/A

Detailed explanation of the standard report on the train service performance			
Products	**Explanation**	**Frequency**	**Variation**
Monitoring train deviations	Causes and scale of delay jumps, safety incidents and related data	day/week/month/quarter/ year	train series/timetable point/network
Detailed activities	Planning and realisation times at train number level	day	train number/activity/timetable point
Delays	Arrival and departure activities at timetable points per train number in the event that the norm time specified by the customer is exceeded.	day/week	train number/activity/timetable point
Delay counts	Number of arrival and departure delays at a timetable point in a period.	Week/month/quarter/year	train number/activity/timetable point

Detailed explanation of the standard report on the train service performance			
Products	**Explanation**	**Frequency**	**Variation**
Punctuality	Arrival and departure activities at timetable points per train series within a norm time specified by the customer.	day/week/month/quarter/ year	series/activity/timetable point
Connections	Transfer possibilities within a specified transfer standard as given by the railway undertaking.	day/week/month/quarter/ year	train number/series/connecting station
Cancellation	Information on non-realised train arrivals for which no replacement train was inserted	day/week/month/quarter/ year	train number/train series/activity/timetable point
Orders	Requests for train activities submitted by railway undertakings.	day/week/month	railway undertaking / network
Tonnages	Tonnages per train whereby a distinction is made between whether the tonnage has been measured or use has been made of the standard weights table	day/week/month	railway undertaking / train number
Train kilometres	Number of run km per train	Day / week / month	railway undertaking / train number
Parking	Duration of the parking of freight trains at rail yards	Day/week/month	railway undertaking / train number

10.2 Description of ICT and information services information on and coordination of delivered performance as part of the train path service

Information on and coordination of delivered performance as part of the train path service		
1. General information		
1.1	Facility	The train path service falling under Category 1 of Annex II to Directive 2012/34/EU (minimum access package). Included as part of the train path service is the Monitoring-Approval information service, which allows the provision of information on delivered performance and further coordination thereof.
1.2	Provider	ProRail
1.3	Term of validity	The train path service (and thus Monitoring-Approval) is offered during the term of the Network Statement.
2. Function		
2.1	Description	Monitoring-Approval enables railway undertakings to actively accept or reject the causes of train deviations (in the Monitoring System) assigned to railway undertakings. By doing so, the railway undertaking contributes to the quality of the data and the monitoring process. The data provided by this application can also be used to analyse the own process.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of helpdesk: during working days from 08:00 – 17:00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	This publication is provided as part of the train path service, see section 5.3.1 *Train path*.

Information on and coordination of delivered performance as part of the train path service		
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access to the application is provided via a Citrix account The application is available via Logistics Portal -> Applications.
6. Capacity request		
6.1	Access request	Via ICT and information services (informatiediensten@prorail.nl)
6.2	Handling time	A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

10.3 Description of ICT and information services for information on the delivered performance falling under ancillary services

Information on the delivered performance as an ancillary service		
1. General information		
1.1	Facility	These ICT and information services fall under Category 4 of Annex II to Directive 2012/34/EU (ancillary services). As ancillary services (provision of supplementary information), information on the delivered performance can be obtained by means of the ICT and information services: Tailor-made reports, provision of data and analyses for information on train service performance, TOON and Sherlock
1.2	Provider	ProRail
1.3	Term of validity	The above ICT and information services are provided during the term of the Network Statement.
2. Function		
2.1	Description	The following ancillary ICT and information services are available to titleholders to obtain information on the delivered train service performance: **Tailor-made reports, provision of data and analyses for information on train service performance** - Tailor-made reports: tailor-made reports in line with customer requirements on the traffic performance of the own train service (punctuality, connections, cancellation and registered causes of delays). The tailor-made report can include comparisons in terms of location and time, for example. - Tailor-made provision of data: receipt of tailor-made data on the performance of the own train service. - Tailor-made 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. **TOON**

Information on the delivered performance as an ancillary service		
		This application makes it possible to review realised train movements in relation to the actual infrastructure situation (signal aspect, switch position, route) at a certain point in time at a certain location. **Sherlock** This application enables further analysis of train performance. The tool collect realisation data from various sources terms and combines these wherever possible. This helps users to gain an integral view of the (train) performance. Sherlock undergoes continuous development and no guarantees can be given as regards the completeness, availability and reproducibility of the processed data.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	**Tailor-made reports, provision of data and analyses for information on train service performance** On request. **TOON** and **Sherlock** - Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). - Availability of service desk: working days between 08.00 and 18.00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	**Tailor-made reports, provision of data and analyses for information on train service performance** No charge is levied for the use of this service. **Sherlock** No charge is levied for the use of this service. Agreements will be drawn up with the railway undertaking on the provision of data to meet mutual information needs around railway vehicles, personnel, GPS and defects/disruptions. This information is used by ProRail in automatically determining the cause of disruptions. **TOON** The use of this service is subject to a charge of €679 per account.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	**Tailor-made reports, provision of data and analyses for information on train service performance** The information products are delivered to a standard email address specified by the railway undertaking. From this email address, the authorised customer can distribute the products within his own organisation. **TOON** and **Sherlock** The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access to the application is provided via a Citrix account

Information on the delivered performance as an ancillary service		
		The applications can be accessed via Logistics Portal --> Applications.
6. Capacity request		
6.1	Access request	**Tailor-made reports, provision of data and analyses for information on train service performance** Via ICT and information services (informatiediensten@prorail.nl). **TOON and Sherlock** If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as railway undertaking, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as railway undertaking, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	**Tailor-made reports, provision of data and analyses for information on train service performance** Requests will be processed within ten working days. **TOON** and **Sherlock** A maximum handling time of ten working days is set between the request for and granting of access to the application.
6.3	Information on capacity availability and TCRs	N/A

11 Description of ICT and information services for information on/for railway vehicles

11.1 Description of ICT and information services for information on/for railway vehicles falling under ancillary services

Information on/for railway vehicles falling under ancillary services		
1. General information		
1.1	Facility	This information iservice falls under Category 4 of Annex II to Directive 2012/34/EU (ancillary service). As an ancillary service (provision of supplementary information), information about the railway vehicles can be obtained through the information service: Provision of various monitoring data from WILD (Wheel Impact Load Detection) and Hotbox detection.
1.2	Provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		

Information on/for railway vehicles falling under ancillary services		
2.1	Description	The following ancillary information service is available to titleholders to obtain information on railway vehicles: **Provision of various monitoring data from WILD (Wheel Impact Load Detection) and Hotbox Detection** The system is available in three 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 five 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 railway vehicles equipped with RFID tags. For railway vehicles equipped with RFID tags, the data are available within minutes. In case of railway vehicles without *tags*, the data is available at soonest one day after measurement and at latest five days after measurement. • Tailor-made reports. Delivery depends on wishes. More product information on WILD and Hotbox Detection is available at materieelimpact@prorail.nl. 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 railway vehicles and for steering and controlling its operating processes. For more information, see also section 7.3.7.1 *Monitoring railway vehicles.* In addition to railway undertakings, the Entity in Charge of Maintenance (ECM) can also receive monitoring data from ProRail on request regarding the quality of wheels, bogies and axle boxes.
3. Description of the facility		
3.1	Locations	Measurements are taken at 45 WILD and 34 Hotbox locations.
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of service desk: 7x24 hours.
3.1.2	Technical characteristics	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 and temperature 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: 1. Peak force 2. Axle load 3. Skew load 4. Train weight 5. Train speed 6. Temperature of the running surface of the wheels and axle boxes c) Tailor-made reports
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information related to the user charge	On request, depending on specific wishes.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.

Information on/for railway vehicles falling under ancillary services		
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	N/A
6. Capacity request		
6.1	Access request	ProRail – request of reports and data via ICT and information services (informatiediensten@prorail.nl).
6.2	Handling time	The handling time between the request for and granting of access to the application is: a) Within one month after request b) Two to three months after request c) Depending on requirements
6.3	Information on capacity availability and TCRs	N/A

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	The ERTMS Key Management Centre offers the following two options: 1) Requesting ERTMS communication encryption keys via a web interface. 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. The relevant user processes regarding the use of the ERTMS Key Management Centre can be accessed via the Logistics Portal.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of helpdesk: during working days from 08:00 – 17:00.
3.1.2	Technical characteristics	• The web interface of the ERTMS Key Management Centre is accessed via a modern web browser. • The data link for exchange is based on data exchange standard TSI subset 137 (On-line Key Management FFFIS).
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	The access and service level agreements are part of the Access Agreement, the model of which can be found on the ProRail website.

ERTMS Key Management Centre		
		A separate agreement for the use of this portal will be drawn up with titleholders who do not qualify as railway undertakings.
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	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is granted using multi-factor authentication based on a Microsoft account (see ProRail's browser policy under the overview table at the beginning of Appendix 23).
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a titleholder, are not yet a customer of ProRail, click here for further information on the request procedure. • If you, as a titleholder, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to the web interface via IDM. In order to use the datastream, contact kmc@prorail.nl.
6.2	Handling time	The maximum handling time for processing a request for access to the web interface is ten working days. A handling time of ten working days has been set for processing the request to use the datastream.
6.3	Information on capacity availability and TCRs	N/A

11.3 Description of ICT and information services for railway vehicle information provided by operators known to ProRail

1.3.11 European Register of Authorised Types of Vehicles (ERATV)

The European Register of Authorised Types of Vehicles (ERATV) is published by the European Union Agency for Railways (ERA). For more information about the ERATV, see the website of ERA and/or the list of providers of rail-related services and service facilities known to ProRail on the ProRail website.

12 Description of ICT and information services relating to Network Statements and Corridor Information Documents

12.1 Description of ICT and information services relating to Network Statements and Corridor Information Documents of other operators known to ProRail

12.1.1 Network and Corridor Information (NCI) Portal

The Network and Corridor Information (NCI) Portal is offered by RailNetEurope. For more information about the Network and Corridor Information Portal, see the website of RNE and/or the list of providers of rail-related services and service facilities known to ProRail on the ProRail website.

13 General

Description of the publication system Logistics Portal

Logistics Portal		
1. General information		
1.1	Facility	The Logistics Portal is a portal on which operational regulations and other documentation relevant to titleholders is published.
1.2	Provider	ProRail
1.3	Term of validity	Access to the Logistics Portal is offered during the term of the Network Statement.
2. Function		
2.1	Description	The Logistics Portal contains information on, among other things: • Operational matters (such as user manuals, calamity plans and local particulars at rail yards). • The infrastructure (such as facilities and locations of repair tracks and for emergency repairs). • Environmental matters (such as environmental permits and the Environmental Checklist). • The capacity allocation. • Exceptional Transport and TCRs. See Appendix 6 for a complete overview of documents related to the Network Statement available on the Logistics Portal. In addition, the titleholder with an Access or Capacity Agreement has its own page on the Logistics Portal on which its agreements and invoice specifications are published.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	• Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). • Availability of helpdesk: during working days from 08:00 – 17:00.
3.1.2	Technical characteristics	N/A
3.1.3	Planned changes	At the beginning of 2026, the Logistics Portal will be replaced by the new Partner Portal. As soon as the migration of the content is complete and the Partner Portal is in production.
4. User costs		
4.1	Information related to the user charge	Multi-factor authentication based on a Microsoft account is used for access. Business use of a Microsoft Account is charged by Microsoft to the titleholder.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	N/A
5.2	Technical requirements made of rolling stock	N/A
5.3	Independent use	N/A
5.4	IT systems	The application can be accessed from any computer with an Internet connection and a browser supported by ProRail (see ProRail's browser policy under the overview table at the beginning of Appendix 23). Access is granted using multi-factor authentication based on a Microsoft account (see ProRail's browser policy under the overview table at the beginning of Appendix 23).
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a customer of ProRail: • If you, as a titleholder, are not yet a customer of ProRail, click here for further information on the request procedure.

Logistics Portal		
		• If you, as a titleholder, are already a customer of ProRail, but you do not yet have an account, request one via your administrator. If you have a ProRail account, you can apply for access to an application via IDM.
6.2	Handling time	The maximum handling time for a request for access to the Logistics Portal is ten working days.
6.3	Information on capacity availability and TCRs	N/A

Appendix 24 Conditions for use of the traction power supply system (sections 5.3.3 and 5.4.1)

Use of the traction power supply system forms part of the basic access package (Category 1 service). This appendix comprises the terms of delivery for the use of the traction power supply system.

The railway undertaking will in the Access Agreement decide whether or not to use the traction power supply system, whereby a distinction is made between the conventional network (1500 V DC), the HSL (25 kV AC) and the Betuweroute (25 kV AC).

Use of the traction power supply system of the conventional network (1500 V DC), the high-speed line (25 kV AC) and the Betuweroute (25 kV AC)
The railway undertaking wishing to use the traction power supply system is required before contracting the basic access package to provide ProRail:

- With a statement in accordance with the model statement for Consumption and Purchase of Electric Traction Power (see the VIVENS website), Which reflects that the railway undertaking has concluded an agreement with at least one power supplier and has fulfilled all relevant contractual obligations.
- A forecast of the consumption of electric traction power during the coming five years, with a distinction according to consumption on the conventional network, the high-speed line and the Betuweroute.

Free choice of traction power supplier
Based on European electricity legislation, enshrined in the Energy Act, a free choice of electricity supplier applies. ProRail will facilitate free choice of supplier for railway undertakings on its traction network for trains with a validated meter. The commencement date is not yet known (but it will probably only be with effect from 2028).

Until free choice of supplier on the traction network is actually possible, the electricity on ProRail's traction network will be purchased jointly by the railway companies through the VIVENS cooperative. A framework agreement has been concluded with PZEM Energy Company B.V. for this purpose. This framework agreement runs until 1 January 2028, with the option of two one-year extensions. Each railway undertaking has an individual supply agreement with PZEM for the duration of the framework agreement. In addition to the railway undertaking, it is now also possible for a cluster of railway undertakings to conclude a supply contract with PZEM.

Advance payments and factual charge
ProRail will charge a monthly advance to the railway undertakings using electric traction power. ProRail determines the amount of this advance as a pro rata share, based on the information at its disposal. ProRail calculate the factual charge for the service in the relevant calendar year and, following expiry of the calendar year, settles this against the paid advances. This takes place once all railway undertakings that consume traction electricity have provided a consumption statement.

Information exchange:
The railway undertaking will, on request, provide ProRail with copies of supply invoices and cooperate in the annual audit of consumption data by an independent party. The railway undertaking will provide ProRail with data for each type of electric railway vehicle as described in Appendix 8, item 2.2.

Appendix 25 Stations (sections 5.3.2 and 7.3.2)

The table below offers an alphabetical list of the available stations, with a classification into one of the station categories 'cathedral', 'mega', 'plus', 'basic' or 'stop' for the purpose of determining the charge. Any newly opened stations not included in the list below are classified as 'basic'.

Name of the station	Station class
Aalten	Basic
Abcoude	Basic
Akkrum	Stop
Alkmaar	Plus
Alkmaar Noord	Basic
Almelo	Plus
Almelo de Riet	Basic
Almere Buiten	Basic
Almere Centrum	Mega
Almere Muziekwijk	Basic
Almere Oostvaarders	Basic
Almere Parkwijk	Basic
Almere Poort	Basic
Alphen aan den Rijn	Plus
Amersfoort Centraal	Mega
Amersfoort Schothorst	Basic
Amersfoort Vathorst	Basic
Amsterdam Amstel	Mega
Amsterdam Arena	Stop
Amsterdam Bijlmer ArenA	Mega
Amsterdam Centraal	Cathedral
Amsterdam Holendrecht	Basic
Amsterdam Lelylaan	Plus
Amsterdam Muiderpoort	Plus
Amsterdam Rai	Basic
Amsterdam Science Park	Basic
Amsterdam Sloterdijk	Mega
Amsterdam Zuid	Mega
Anna Paulowna	Basic
Apeldoorn	Plus
Apeldoorn De Maten	Stop
Apeldoorn Osseveld	Basic
Appingedam	Stop
Arkel	Stop
Arnemuiden	Stop
Arnhem Centraal	Mega
Arnhem Presikhaaf	Basic
Arnhem Velperpoort	Basic

Name of the station	Station class
Arnhem Zuid	Basic
Assen	Basic
Baarn	Basic
Bad Nieuweschans	Stop
Baflo	Stop
Barendrecht	Basic
Barneveld Centrum	Basic
Barneveld Noord	Stop
Barneveld Zuid	Stop
Bedum	Stop
Beek-Elsloo	Basic
Beesd	Stop
Beilen	Basic
Bergen op Zoom	Basic
Best	Basic
Beverwijk	Basic
Bilthoven	Basic
Blerick	Basic
Bloemendaal	Basic
Bodegraven	Basic
Borne	Basic
Boskoop	Basic
Boskoop Snijdelwijk	Stop
Boven Hardinxveld	Stop
Bovenkarspel Flora	Stop
Bovenkarspel-Grootebroek	Basic
Boxmeer	Basic
Boxtel	Basic
Breda	Mega
Breda Prinsenbeek	Basic
Breukelen	Basic
Brummen	Basic
Buitenpost	Basic
Bunde	Stop
Bunnik	Basic
Bussum Zuid	Basic
Capelle Schollevaar	Basic
Castricum	Basic

Name of the station	Station class
Chevremont	Stop
Coevorden	Basic
Cuijk	Basic
Culemborg	Basic
Daarlerveen	Stop
Dalen	Stop
Dalfsen	Basic
De Vink	Basic
De Westereen	Stop
Deinum	Stop
Delden	Stop
Delft	Mega
Delft Campus	Basic
Delfzijl	Stop
Delfzijl West	Stop
Den Dolder	Basic
Den Haag Centraal	Cathedral
Den Haag HS	Mega
Den Haag Laan van NOI	Plus
Den Haag Mariahoeve	Basic
Den Haag Moerwijk	Basic
Den Haag Ypenburg	Basic
Den Helder	Basic
Den Helder Zuid	Basic
Deurne	Basic
Deventer	Plus
Deventer Colmschate	Basic
Didam	Basic
Diemen	Basic
Diemen Zuid	Basic
Animals	Basic
Doetinchem	Basic
Doetinchem De Huet	Basic
Dordrecht	Mega
Dordrecht Stadspolders	Basic
Dordrecht Zuid	Basic
Driebergen-Zeist	Plus
Driehuis	Basic
Dronryp	Stop
Dronten	Basic
Duiven	Basic
Duivendrecht	Plus
Echt	Basic
Ede Centrum	Stop

Name of the station	Station class
Ede-Wageningen	Plus
Eemshaven	Stop
Eijsden	Stop
Eindhoven Centraal	Cathedral
Eindhoven Stadion	Stop
Eindhoven Strijp-S	Basic
Elst	Basic
Emmen	Basic
Emmen Zuid	Stop
Enkhuizen	Basic
Enschede	Plus
Enschede De Eschmarke	Stop
Enschede Kennispark	Basic
Ermelo	Basic
Etten-Leur	Basic
Eygelshoven	Stop
Eygelshoven Markt	Stop
Feanwâlden	Basic
Franeker	Basic
Gaanderen	Stop
Geldermalsen	Basic
Geldrop	Basic
Geleen Oost	Stop
Geleen-Lutterade	Basic
Gilze-Rijen	Basic
Glanerbrug	Stop
Goes	Basic
Goor	Basic
Gorinchem	Basic
Gouda	Mega
Gouda Goverwelle	Basic
Gramsbergen	Stop
Grijpskerk	Stop
Groningen	Mega
Groningen Europapark	Basic
Groningen Noord	Basic
Grou-Jirnsum	Stop
Haarlem	Mega
Haarlem Spaarnwoude	Basic
Halfweg-Zwanenburg	Basic
Harde ('t)	Basic
Hardenberg	Basic
Harderwijk	Basic
Hardinxveld Blauwe Zoom	Stop

Name of the station	Station class
Hardinxveld-Giessendam	Basic
Haren	Basic
Harlingen	Basic
Harlingen Haven	Stop
Heemskerk	Basic
Heemstede-Aerdenhout	Basic
Heerenveen	Basic
Heerenveen IJsstadion	Stop
Heerhugowaard	Basic
Heerlen	Basic
Heerlen Woonboulevard	Stop
Heeze	Basic
Heiloo	Basic
Heino	Stop
Helmond	Basic
Helmond 't Hout	Basic
Helmond Brandevoort	Basic
Helmond Brouwhuis	Basic
Hemmen-Dodewaard	Stop
Hengelo	Plus
Hengelo Gezondheidspark	Stop
Hengelo Oost	Stop
Hertogenbosch ('s-)	Mega
Hertogenbosch Oost ('s-)	Basic
Hillegom	Basic
Hilversum	Mega
Hilversum Media Park	Basic
Hilversum Sportpark	Basic
Hindeloopen	Stop
Hoensbroek	Stop
Hoevelaken	Basic
Hollandsche Rading	Basic
Holten	Basic
Hoofddorp	Plus
Hoogeveen	Basic
Hoogezand-Sappemeer	Basic
Hoogkarspel	Basic
Hoorn	Plus
Hoorn Kersenboogerd	Basic
Horst-Sevenum	Basic
Houten	Basic
Houten Castellum	Basic
Houthem-St.Gerlach	Stop
Hurdegaryp	Stop

Name of the station	Station class
IJlst	Stop
Kampen	Basic
Kampen Zuid	Basic
Kapelle-Biezelinge	Basic
Kerkrade Centrum	Stop
Kesteren	Stop
Klarenbeek	Stop
Klimmen-Ransdaal	Stop
Koog aan de Zaan	Basic
Koudum-Molkwerum	Stop
Krabbendijke	Stop
Krommenie-Assendelft	Basic
Kropswolde	Stop
Kruiningen-Yerseke	Stop
Lage Zwaluwe	Stop
Landgraaf	Stop
Lansingerland-Zoetermeer	Basic
Leerdam	Basic
Leeuwarden	Plus
Leeuwarden Camminghaburen	Stop
Leiden Centraal	Cathedral
Leiden Lammenschans	Basic
Lelystad Centrum	Plus
Lichtenvoorde-Groenlo	Basic
Lochem	Stop
Loppersum	Stop
Lunteren	Stop
Maarheeze	Basic
Maarn	Basic
Maarssen	Basic
Maastricht	Plus
Maastricht Noord	Stop
Maastricht Randwyck	Basic
Mantgum	Stop
Mariënberg	Stop
Martenshoek	Basic
Meerssen	Basic
Meppel	Basic
Middelburg	Basic
Mook-Molenhoek	Basic
Naarden-Bussum	Basic
Nieuw Amsterdam	Stop
Nieuw Vennep	Basic

Name of the station	Station class
Nieuwerkerk a/d IJssel	Basic
Nijkerk	Basic
Nijmegen	Mega
Nijmegen Dukenburg	Basic
Nijmegen Goffert	Basic
Nijmegen Heyendaal	Basic
Nijmegen Lent	Basic
Nijverdal	Basic
Nunspeet	Basic
Nuth	Stop
Obdam	Basic
Oisterwijk	Basic
Oldenzaal	Basic
Olst	Basic
Ommen	Basic
Oosterbeek	Stop
Opheusden	Stop
Oss	Basic
Oss West	Basic
Oudenbosch	Basic
Overveen	Basic
Purmerend	Basic
Purmerend Overwhere	Basic
Purmerend Weidevenne	Basic
Putten	Basic
Raalte	Basic
Ravenstein	Basic
Reuver	Basic
Rheden	Stop
Rhenen	Basic
Rijssen	Basic
Rijswijk	Basic
Rilland-Bath	Stop
Roermond	Plus
Roodeschool	Stop
Roosendaal	Plus
Rosmalen	Basic
Rotterdam Alexander	Plus
Rotterdam Blaak	Mega
Rotterdam Centraal	Cathedral
Rotterdam Lombardijen	Basic
Rotterdam Noord	Basic
Rotterdam Stadium	Stop
Rotterdam Zuid	Basic

Name of the station	Station class
Ruurlo	Stop
Santpoort Noord	Stop
Santpoort Zuid	Stop
Sassenheim	Basic
Sauwerd	Stop
Schagen	Basic
Scheemda	Stop
Schiedam Centraal	Plus
Schin op Geul	Stop
Schinnen	Stop
Schiphol Airport	Cathedral
Sittard	Plus
Sliedrecht	Basic
Sliedrecht Baanhoek	Basic
Sneek	Basic
Sneek Noord	Basic
Soest	Stop
Soest Zuid	Basic
Soestdijk	Stop
Spaubeek	Stop
Stavoren	Stop
Stedum	Stop
Steenwijk	Basic
Susteren	Stop
Swalmen	Stop
Tegelen	Stop
Terborg	Stop
Tiel	Basic
Tiel Passewaaij	Basic
Tilburg	Mega
Tilburg Reeshof	Basic
Tilburg Universiteit	Basic
Twello	Basic
Uitgeest	Basic
Uithuizen	Stop
Uithuizermeeden	Stop
Usquert	Stop
Utrecht Centraal	Cathedral
Utrecht Leidsche Rijn	Basic
Utrecht Lunetten	Basic
Utrecht Overvecht	Basic
Utrecht Terwijde	Basic
Utrecht Vaartsche Rijn	Basic
Utrecht Zuilen	Basic

Name of the station	Station class
Valkenburg	Basic
Varsseveld	Stop
Veendam	Basic
Veenendaal Centrum	Basic
Veenendaal West	Basic
Veenendaal-De Klomp	Basic
Velp	Basic
Venlo	Basic
Venray	Basic
Vierlingsbeek	Stop
Vleuten	Basic
Vlissingen	Basic
Vlissingen Souburg	Stop
Voerendaal	Stop
Voorburg	Basic
Voorhout	Basic
Voorschoten	Basic
Voorst-Empe	Stop
Vorden	Stop
Vriezenveen	Stop
Vroomshoop	Stop
Vught	Basic
Waddinxveen	Basic
Waddinxveen Noord	Stop
Waddinxveen Triangel	Stop
Warffum	Stop
Weert	Basic
Weesp	Plus
Wehl	Stop
Westervoort	Basic
Wezep	Basic

Name of the station	Station class
Wierden	Basic
Wijchen	Basic
Wijhe	Basic
Winschoten	Basic
Winsum	Basic
Winterswijk	Basic
Winterswijk West	Stop
Woerden	Plus
Wolfheze	Stop
Wolvega	Basic
Workum	Stop
Wormerveer	Basic
Zaandam	Mega
Zaandam Kogerveld	Basic
Zaandijk Zaanse Schans	Basic
Zaltbommel	Basic
Zandvoort aan Zee	Basic
Zetten-Andelst	Stop
Zevenaar	Basic
Zevenbergen	Basic
Zoetermeer	Basic
Zoetermeer Oost	Basic
Zuidbroek	Stop
Zuidhorn	Basic
Zutphen	Plus
Zwijndrecht	Basic
Zwolle	Mega
Zwolle Stadshagen	Basic

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