

Supplement 2 to the Network Statement 2027

ProRail has adopted the following supplements and/or amendments to the Network Statement 2027, in accordance with the provisions of section 1.5.2 of this Network Statement.

1. Indexation of charges (Chapters 5 and 7 and Appendix 23)

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

The charges set out in sections 5.3, 5.4 and 5.5 are quoted exclusive of VAT. The charges are based on price level 2027, unless stated otherwise. 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.

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

Weight category of the train	Charge (per train kilometre)
up to 120 tons	€0.6059
from 121 to 160 tons	€0.7573
from 161 to 320 tons	€0.9633
from 321 to 600 tons	€1.3390
from 601 to 3,200 tons	€2.2720
from 3,201 tons	€2.8112

III. In section 5.3.2 *Platforms*, the table at item 4.1 is replaced with the following table:

Station class	Charge (per stop)
Stop	€0.07
Basic	€0.31
Plus	€0.82
Mega	€1.28
Cathedral	€2.52

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

Charge (per kilowatt hour)
€0.032601

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

Charge (per kilowatt hour)
€0.000318

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

Charge (per requested tailor-made scheme)
€165.13

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

FRISO (Flexible Rail Infra Simulation Environment)	€2,931 per account
ProRail ERTMS Integration Lab (PREI)	€1,843 per day for use of the ProRail ERTMS Integration Lab
RouteLint	RouteLint Datastream: €0.007472 per forecast train kilometre. RouteLint App: €0.012130 per forecast train kilometre.
ORBIT	€0.008381 per forecast train kilometre
MeekijkVOS	€2,875 per account
Provision of planning and performance information according to NL standard	€7,105 per connection
TOON	€690 per account

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

The text at point iv is replaced with:

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

- for Category 1 route sections: €13.73 per cancelled train kilometre according to the normal timetable.*
- for Category 2 route sections: €7.39 per cancelled train kilometre according to the normal timetable.*

The route sections are shown in section 5.6.6.4 below."

The text at point c is replaced with:

"Private passenger rail operators 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 €16.89 per extra train kilometre between the rerouting according to the Corridor Book 2027 and the initially requested route."

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

Route section	Compensation charge
Amersfoort – Deventer	€634.91
Amersfoort - Zwolle	€380.95
Amersfoort – Duivendrecht Aansluiting	€888.88
Amersfoort – Utrecht	€634.91
Almelo – Mariëenberg	€126.98
Alphen a/d Rijn – Gouda	€380.95

Amsterdam Centraal – Breukelen	€634.91
Breda – Roosendaal	€634.91
Breda – Tilburg	€634.91
Breukelen – Utrecht	€126.98
Boxtel – Eindhoven	€888.88
Boxtel – Vught Aansluiting	€380.95
Beverwijk – Haarlem	€888.88
Eindhoven – Roermond	€380.95
Eindhoven – Venlo Grens	€888.88
Gouda – Harmelen Aansluiting	€380.95
Haarlem – Amsterdam Sloterdijk	€888.88
Harmelen Aansluiting – Breukelen	€888.88
Harmelen Aansluiting – Utrecht	€126.98
's-Hertogenbosch – Lunetten	€634.91
Kijfhoek – Lage Zwaluwe	€634.91
Kijfhoek – Meteren Aansluiting	€634.91
Leeuwarden – Meppel	€634.91
Meppel – Onnen	€634.91
Meteren Aansluiting – Zevenaar Oost	€634.91
Roermond – Sittard	€1,396.81
Roermond – Venlo	€1,142.84
Gouda – Rotterdam Zuid	€380.95
Deventer – Oldenzaal Grens	€888.88
Sittard – Eijsden Grens	€634.91
Sittard – Haanrade Grens	€1,396.81
Tilburg – Boxtel	€634.91
Tilburg – Vught Aansluiting	€380.95
Utrecht – Zevenaar Oost	€126.98
Zwolle – Mariënberg	€1,142.32
Lage Zwaluwe – Breda	€380.95
Lage Zwaluwe – Roosendaal	€1,396.81

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

Market segment	Weight category	Compensation train path
Freight services	601 to 3,200 tons	€2.2720
Passenger transport services	321 to 600 tons	€1.3390
	121 to 160 tons	€0.7573

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

Market segment	Weight category	Compensation for stabling	Compensation on consent	Total compensation
Freight services	601 to 3,200 tons	€2.0155	€10.0354	€12.0509
Passenger transport services	321 to 600 tons	-	-	Based on OOP costs

	121 to 160 tons	-	-	Based on OOP costs
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- XII. In section 5.6.7.2 Determination of compensation on consent, table 5.8 is replaced with the following table:

Market segment	Weight category	Compensation for cancellation
Freight services (per train)	601 to 3,200 tons	€1,723.29
Passenger transport services	321 to 600 tons	Based on OOP costs
	121 to 160 tons	Based on OOP costs

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

Market segment	Weight category	Compensation for rerouting		
		Outside 30 days	From 30 days	From 14 days
Freight services	601 to 3,200 tons	€12.0509	€18.5398	€18.8271
Passenger transport 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 category	Compensation for cancellation		
		Outside 30 days	From 30 days	From 14 days
Freight services	601 to 3,200 tons	€1,723.29	€2,651.22	€2,692.29
Passenger transport 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

- XIV. In section 7.3.1 General provisions, the second paragraph of the section Charges is replaced with the following text:

"The charges are based on price level 2027, unless stated otherwise. 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."

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

Station class	Charge (per stop)		
	Train stop code		
	A	B	C
Stop	€2.75	€7.19	€8.65
Basic	€3.76	€9.83	€11.83
Plus	€6.22	€16.27	€19.58
Mega	€7.96	€20.79	€25.02
Cathedral	€16.94	€44.26	€53.27

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

Charge per minute (per track)
$€0.03639 + €0.0001742 \times \text{track length in metres}$

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

Charge (per hump-shunted wagon)
€25.08

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

Category / section	ICT or information service	Indexed charge
Simulation environments (section 2.1)	FRISO (Flexible Rail Infra Simulation Environment)	€2,931 per account (excluding licence fees)
	ProRail ERTMS Integration Lab (PREI)	€1,843 per day for use of the ProRail ERTMS Integration Lab
Information for the driver (section 3.2)	RouteLint	RouteLint Datastream: €0.007472 per forecast train kilometre. RouteLint App: €0.012130 per forecast train kilometre.
	ORBIT	€0.008381 per forecast train kilometre
Spoorweb (section 8.2)	Spoorweb	Titleholders not qualified as railway undertakings will be charged €4,488 per account for this application.
Information for intervention purposes (section 9.2)	MeekijkVOS	€2,875 per account
	Provision of planning and performance information (according to NL standard)	€7,105 per connection

Information on and coordination of the delivered performance (section 10.3)	TOON	€690 per account
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2. New form for submitting rolling stock data to ProRail

- I. In section 3.4.1 *Rolling stock requirements*, under the heading *Rolling stock data*, the following passage:

"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."

is amended to:

"The [Partner Portal](#) includes a template setting out the details of the data to be provided (*Rolling Stock Parameter Sheet*). The completed format must be sent to accountmanagement@prorail.nl."

- II. In section 3.4.6 *Requirements with regard to information provision*, the sentence following the fourth bullet point:

- Information on types of rolling stock 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 *Rolling stock requirements* and Appendix 8, item 2.2.).

is amended to:

- The data on types of rolling vehicles that railway undertakings must make available to ProRail (see Appendix 8, item 2.2.).*

- III. In Appendix 6 *List of related documents on the Partner Portal*, the hyperlink '[Format of rolling stock characteristics to be supplied](#)' is replaced with the link '[Rolling Stock Parameter Sheet](#)'.

- IV. In Appendix 8 *Submission of data and reports*, item 2.2 is deleted in its entirety. The text is replaced in full with the following passage:

"2.2 Rolling stock data

ProRail uses operational data on rolling stock to carry out its internal processes and statutory duties, including data required under the [TSI for rolling stock – locomotives and passenger trains \(TSI Loc & Pas\)](#). This includes both data on types of rolling stock and trainsets operating on the railway infrastructure managed by ProRail, and data on types of rolling stock that have been refurbished, resulting in changes to the (original) data.

Data regarding new or modified rolling stock must be submitted to ProRail at least six months before the vehicle in question is put into service¹, using the [Rolling Stock Parameter Sheet](#) form (see the Partner Portal). Completed forms must be emailed to ProRail Account Management at accountmanagement@prorail.nl. ProRail treats this data as confidential information as referred to in Article 6 of the General Terms & Conditions and uses it for the following purposes:

¹ With the exception of vehicle data for the purposes of the MLT process; see point 6 below.

1. Capacity allocation: designing the timetable and planning train paths

The capacity allocation systems make use of a rolling stock database. The rolling stock database is also used for the calculation of running times. The rolling stock database is updated and kept up to date on the basis of the data on rolling stock provided via the Rolling Stock Parameter Sheet. 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 a 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.

2. Controlling noise emissions²

When new or overhauled passenger vehicles or locomotives are granted access to the main railway network in the Netherlands, the railway undertakings operating this rolling stock will provide ProRail with noise emission data on these vehicles within three months of taking them into use. This applies:

- to rolling stock for which no type approval and admissions certificate has been issued on 1 January 2008, and
- to rolling stock to which after 1 January 2008 physical changes have been made with significant consequences in terms of noise emissions.

In case of passenger vehicles 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 2006.³ For freight vehicles, a distinction is made between quiet and non-quiet freight wagons.

For passenger vehicles 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.

3. Analyses relating to route section capacity, load and authorisation

For analyses relating to route section load, stability and authorisation, ProRail uses vehicle data on mass, train length and maximum axle loads.

4. Analyses relating to traction power supply

The traction power supply system enables train services using electrically powered rolling stock. To this end, network analyses are carried out, utilising rolling stock data. In combination with the timetable (see point 1) and specific characteristics of route sections, factors such as the rail temperature, the overhead line voltage and the thermal load on substations, power cables and the overhead line are examined.

5. Determining connections for depot power supplies

Data on the connections for depot power supplies present on the rolling stock are used to plan the facilities at stabling yards.

6. The Medium-Term Process

The Medium-Term Process (MLT process), as described in section 2.6.1 Capacity and infrastructure developments based on the needs of titleholders and ProRail, utilises, amongst other things, all the vehicle data mentioned above. This data is used to assess the aspects identified in the document Assessment of Product Steps within the MLT Process on the [Partner Portal](#). For the MLT process, the (expected) data must be provided several years before the rolling stock is put into service.

7. ERTMS chain management

The data relating to the types of train safety systems installed in the rolling stock, including the associated hardware and software versions, are used for the analyses as set out in section 4 of Appendix 8 below.

² See section 2.4.2.3 Noise of trains on route sections and rail yards.

³ Reference to this publication is made by Annex IV of the Environmental Regulations.

3. Digital European Instructions (sections 5.3.1, 6.3.1 and Appendix 23)

- I. In section 5.3.1 *Train path*, a new point (j) is inserted in item 2.1, with the following letters renumbered accordingly:

"(j) The provision of Digital European Instructions (DEI) via an app or a data stream, so that train drivers can also receive and process these European Instructions in written form on their mobile device (see Appendix 23, item 3.2)."

In section 5.3.1 *Train path*, in the second paragraph of item 5.1:

"Titleholders who do not qualify as a railway undertaking can exclusively acquire from ProRail [...] the part of this service specified under 'description'."

the reference to point **k** should therefore be replaced by a reference to point **l**.

- II. In section 6.3.1 *Principles of intervention measures*, between the penultimate and last sentences of the first paragraph:

"[...] including instructions within the framework of the European Instructions, which are standardised at European level."⁴For more information, see also the *Book of European and National Instructions* on the [Logistics Portal](#)."

the following text has been inserted:

"The driver may use the following to receive and process the European Instructions (EI):

- *Verbal communication;*
- *The European Instructions form;*
- *The Digital European Instructions app (DEI, see Appendix 23 – 3.1);*
- *A proprietary app and the European Instructions data stream (see Appendix 23 – 3.1)"*

- III. The document [Safety instructions for using the DEI application](#) is added to Appendix 6 as number 76, with a hyperlink to the Partner Portal.

- IV. In the summary table at the start of Appendix 23, the following new row is inserted between the rows Temporary Speed Limitations (TSB) and RouteLint:

Digital European Instructions (DEI).	App or data stream for receiving and processing European Instructions.	Appendix 23 – 3.1	5.3.1 6.3.1
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- V. In Appendix 23, the Digital European Instructions (DEI) service is added to table 3.1, *Description of ICT and information services for drivers, as part of the train path service*. In this context, the entire table is replaced with the table below.

Information for drivers as part of the train path service		
1. General information		
1.1	Facility	As part of the train path service, the following ICT and information services are provided for drivers: Signposts (WVK), Temporary Speed Restrictions (TSB) and Digital European Instructions (DEI).

⁴ Annex C2 to the *TSI Operations and Traffic Control* (2019/773) and Section 36 Rail Traffic Regulations.

Information for drivers as part of the train path service		
		The train path service falling under Category 1 of Annex II to Directive 2012/34/EU.
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 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. Digital European Instructions (DEI) This service comprises: 1) Digital European Instructions app This app, installed on the driver's mobile device, displays the applicable European Instruction (EI) to the driver. This European Instruction must always be confirmed verbally with traffic control. By using this app, drivers can receive and process European Instructions. 2) Digital European Instructions data stream A data link that enables a connection to be established with a proprietary application through which the driver can receive and process European Instructions. When using DEI, the applicable safety instructions (see 'Safety instructions for using the DEI application') and the other information about DEI on the Partner Portal) must be strictly adhered to.
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. Digital European Instructions (DEI)

Information for drivers as part of the train path service		
		1) Digital European Instructions app This application runs on the driver's mobile device. 2) Digital European Instructions data stream A data link through which an application developed by the railway undertaking itself can be provided with DEI functionality.
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.
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 . 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@operator.country , where 'operator' is replaced with 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 rolling stock	N/A
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. Digital European Instructions app To use the app, the train driver must have a mobile device with a modern web browser.
6. Capacity request		
6.1	Access request	Signposts (WVK, Wegwijzers voor krachtvoertuigpersoneel) a) A download of the Signposts (WVK) in PDF format via the Raildocs of ProRail application. 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) Digital European Instructions Via ICT and information services (informatiediensten@prorail.nl).
6.2	Handling time	Requests will be processed within five 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

4. Change to the body administering the DONNA exam (Appendices 2 and 23)

- I. In Appendix 2, *Glossary*, the abbreviation "VVRV" is deleted from the table of abbreviations.
- II. In section 4.1 of Appendix 23, *ICT and information services, Description of ICT and information services for submitting or changing a capacity request and confirming departure as part of the train path service*, in line 5.1 'Legal requirements', in the third paragraph, the phrase "*the VVRV exam*" is replaced with "*the recognized exam*".
- III. In section 4.1 of Appendix 23 *ICT and information services, Description of ICT and information services for submitting or changing a capacity request and confirming departure as part of the train path service*, in line 6.2 Response to the request under the heading DONNA entry account, the phrase "*the VVRV exam*" is replaced with "*the recognized exam*".

5. Multi-year Access Agreement and General Terms & Conditions 2027

I. Section 5.1 *Introduction*

In section 5.1, the first sentence of the third paragraph, "All services stated in this chapter that are offered by ProRail are governed by the General Terms & Conditions (see Appendix 5)", is amended as follows:

"The General Terms & Conditions (see Appendix 5) and the conditions set out in section 3.4 Specific access requirements **and section 6.2 Operational Conditions apply to all services in this chapter offered by ProRail.**"

II. Section 5.3.1 *Train path*

In section 5.3.1, the first sentence of item 2.1 of the table, *Description*, is amended as follows:

"The use of train paths in accordance with the right to train paths obtained through the capacity allocation process as described in Chapter 4 Capacity allocation."

III. Section 5.6.6 *Compensation for planned TCRs*

In section 5.6.6, at the end of the second paragraph, after the last sentence, the following provision is inserted:

"*A titleholder that fails to pay a user charge to ProRail is not entitled to a compensation scheme.*"

IV. Section 5.6.7 *Financial compensation for the withdrawal of ad hoc capacity for the purpose of works*

In section 5.6.7, at the end of the second paragraph, after the last sentence, the following provision is inserted:

"*A titleholder that fails to pay a user charge to ProRail is not entitled to a compensation scheme.*"

V. Section 7.1 *Introduction*

In section 7.1 *Introduction*, a new paragraph is inserted after the first paragraph:

"The General Terms & Conditions (see Appendix 5) and the conditions set out in section 3.4 Specific access requirements and section 6.2 Operational Conditions apply to all services in this chapter offered by ProRail. If additional conditions are attached to the use of a service, this is stated for each service. The services and any further arrangements are set out in the Access Agreement."

VI. In section 7.3.1. *General provisions*, the item *Charging principles* is deleted in its entirety.

6. Replacement of Logistics Portal with Partner Portal (in full)

- I. All references (both text and hyperlinks) to the Logistics Portal in the Network Statement and in the *List of rail-related services and third-party service facilities* are replaced in full by references to the Partner Portal, with the exception of any references to partner-specific information such as Access and Capacity Agreements and invoice specifications. For this purpose, the Logistics Portal will remain online until the end of the year.
- II. In section 1.4 *Structure of the Network Statement*, under the heading *Additional information sources*, the Partner Portal is inserted in the first paragraph after mention of the Logistics Portal.
- III. In section 1.4 *Structure of the Network Statement*, under the heading *Additional information sources*, the second paragraph, "Authorisation by ProRail is required [...] on the Logistics Portal", is amended as follows:

"Authorisation by ProRail is required to gain access to the Logistics Portal, on which, for titleholders with an access or capacity agreement, their own agreements and invoice specifications, amongst other things, are published on the individual partner page of the titleholder in question." For more information about the Logistics Portal and requesting access, see Appendix 23, item 13.1. 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."

Authorisation is also required to access the Partner Portal, on which ProRail publishes, amongst other things, relevant company regulations and procedures for titleholders. For more information about the Logistics Portal and requesting access, see Appendix 23, item 13.2."

- IV. In Appendix 23, *ICT and information services*, the line concerning the Logistics Portal under the heading *General* in the table is deleted. This line is replaced with the following two lines:

<i>Logistics Portal</i>	<i>The publication channel for titleholders with an Access or Capacity Agreement for organisation-specific information that is restricted to other parties.</i>	<i>Appendix 23 - 13.1</i>	<i>1.4</i>
<i>Partner Portal</i>	<i>The publication channel for titleholders for company regulations, procedures and other information relevant to them.</i>	<i>Appendix 23 – 13.2</i>	<i>1.4</i>

- V. In Appendix 23, the table *Description of the Logistics Portal publication system* under item 13 is renumbered as 13.1. The current table describing the Logistics Portal is deleted in its entirety and replaced with the following table:

Logistics Portal
1. General information

Logistics Portal		
1.1	Facility	The Logistics Portal is a portal on which, for titleholders with an access or capacity agreement, the agreements and invoice specifications, amongst other things, are published on a dedicated page.
1.2	Provider	ProRail
1.3	Term of validity	Access to the Logistics Portal is provided until such time as the agreements and invoice specifications have been published on the Partner Portal. See section 3.1.3 Planned changes to this table.
2. Function		
2.1	Description	Titleholders with an Access or Capacity Agreement have their own page on the Logistics Portal where their agreements, performance schemes, invoice details and financial arrangements 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	The Logistics Portal will no longer be available from the 2027 timetable onwards. The Partner Portal will then be the sole publication channel for titleholders. The date mentioned is subject to change.
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	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	Access to the Logistics Portal is restricted to titleholders with an access or capacity agreement. 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	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

VI. In Appendix 23, under item 13, following table 13.1 *Description of the Logistics Portal publication system*, the following table is inserted as number 13.2.

13.2 Description of the Partner Portal publication system

Partner Portal		
1. General information		
1.1	Facility	The Partner Portal is a portal on which information relevant to titleholders is published, including ProRail's operational regulations and procedures. The ICT and information services that ProRail offers to titleholders can also be accessed via the Partner Portal.
1.2	Provider	ProRail
1.3	Term of validity	Access to the Partner Portal is provided during the term of the Network Statement.
2. Function		
2.1	Description	The Partner Portal contains: 1. A document library, including information on: • Operational matters (such as user manuals, calamity plans and local particulars at rail yards). • The infrastructure (such as the locations of service facilities and tracks for repairs and emergency repairs). • Environmental matters (such as environmental permits and the Environmental Checklist). • The capacity allocation. • Exceptional Transport and TCRs. See Appendix 6 of the Network Statement for a complete list of documents relating to the Network Statement that are available on the Partner Portal. 2. A central page providing an overview of all ICT and information services offered by ProRail in the Network Statement. These ICT and information services can be accessed directly from the Partner Portal. User manuals can also be found here.
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	In addition, titleholders with an Access or Capacity Agreement have an own page on the Logistics Portal on which their agreements and invoice specifications are published. It is expected that these pages will be integrated into the Partner Portal with effect from the 2027 timetable, following which the Logistics Portal will be phased out.
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		

Partner Portal		
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	The maximum handling time for a request for access to the Partner Portal is ten working days.
6.3	Information on capacity availability and TCRs	N/A

7. Change to the availability of the ProRail service desk for the ICT service Real-time traffic information (Appendix 23)

In Appendix 23, under item 9.1 *Description of ICT and information services for intervention purposes as part of the train path service*, the entire text under section 3.1.1 *Availability* is deleted. It is replaced with the following text:

- "Availability: 7x24 hours (subject to fixed times for maintenance to be determined).
- Provision of planning and operational information in accordance with the TSI TAF/TAP standard and Spoorviewer: Availability of service desk: 24 hours a day, 7 days a week.
- Real-time traffic information: Availability of service desk: on working days from 08:00 to 17:00."

ProRail B.V.
Utrecht, June 2026