

## Supplement 2 to the Network Statement 2021

ProRail has adopted the following supplements and/or amendments to the Network Statement 2021, in accordance with the provisions of Chapter 1.6 of this Network Statement.

### 1 Route Rail Freight Corridor North Sea-Baltic incorrectly stated (Chapter 1.9)

In Table 1.2 of Chapter 1.9, the main section of the North Sea-Baltic freight corridor after Kaunas is supplemented with Riga and Tallinn.

North Sea – Baltic	Wilhelmshaven / Bremerhaven / Hamburg / Amsterdam / Rotterdam / Antwerp – Aachen / Prague / Berlin – Warsaw – Terespol (Polish – Belarusian border) / Kaunas – Riga - Tallinn	Maasvlakte – Kijfhoek – Meteren – Zevenaar (border) Amsterdam Westhaven / Amsterdam Houtrakpolder - Amersfoort – Oldenzaal (border)
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### 2 Test Certificate (Chapters 2.2.2 and 2.2.4)

- I. In Chapter 2.2.2, the words "*or a test certificate*" are deleted from the sentence after the second bullet, namely "*hold a valid safety certificate or a test certificate*";.
- II. In the same chapter, in the sentence "*This is subject to the condition that the proposed traffic participation is permitted under the operating licence, the safety or test certificate and the insurance policy*", the words "*the safety or test certificate*" are replaced with "*the safety certificate*".
- III. In Chapter 2.2.4, the word "test certificate(s)" is deleted both in the title and throughout the text.

### 3 Maximum length of goods trains permitted by DB Netz (Chapter 3.3.2.5)

This intended change will not be implemented in the Network Statement 2021. The original text in Chapter 3.3.2.5 remains unchanged.

### 4 Operational Conditions (3.6.5 and Appendix 6)

- I. In Chapter 3.6.5 Maintenance facilities, repairs are also added to the regulations to be agreed:
 

"ProRail has defined further provisions for the performance of emergency recovery of and *repairs* to rail vehicles on the main railway network in Section 3.4 of Appendix 6 'Operational Conditions' and intends to include these in the Access Agreement. The details, procedure and tracks on which emergency recovery *and repairs* to railway vehicles will be carried out can be found on the Logistics Portal of ProRail.
- II. In Appendix 6 'Operational Conditions', the title of section 3.4 is changed to 'Emergency recovery of *and repairs* to railway vehicles on the main railway network'.
- III. The whole content of section 3.4 is deleted and replaced by the following text:

Emergency recovery of and repairs to railway vehicles on the main railway network will be carried out by a company holding a valid ILT certification for this work. On the basis of Article 10(6) of the General Reference: T20180019-117460140-1753 version 1 status: final  
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Terms & Conditions, the responsibility lies with the railway undertaking that has placed the railway vehicle.

Defects may be detected during the technical inspection of a train to be carried out by a railway undertaking. These defects may give rise to emergency recovery and repairs. This concerns corrective measures to prevent the ascertained train defects from causing unsafe situations on the track.

### 3.4.1 Emergency recovery

Emergency recovery may be carried out on all railway infrastructure managed by ProRail if the safe running of the railway vehicle or rail traffic can no longer be guaranteed. Hoisting operations must be coordinated in advance with ProRail's Incident Response Department (General Freight Leader 088-2318801). If the actual recovery of railway vehicles is required, this must be coordinated with the train dispatcher in accordance with the 'Procedure for emergency recovery of railway vehicles on the main railway network' ([see the Logistics Portal](#)). In doing so, the safe passage of through train traffic may not be impeded, and work must be carried out safely and without causing damage to the environment<sup>1</sup>. On the basis of the AVV/GCU (General Contract of Use for wagons), Annex 9 (Conditions for the technical transfer inspection of wagons), this concerns the repair of defects falling under categories 4 and 5.

### 3.4.2 Repairs

On all tracks of Zee tot Zevenaar for which an environmental permit is applicable, repairs with hand tools are permitted when the safe running of a railway vehicle, as referred to in implementing regulation EU 2019/779, requires this. This work is carried out in accordance with the environmental permit, which can be found on [the Logistics Portal](#). These repairs must be coordinated with the train dispatcher in accordance with the procedure for the emergency recovery of railway vehicles on the main railway network ([see Logistics Portal](#)) and may not impede other rail traffic. Hoisting operations must be coordinated in advance with ProRail's Incident Response Department (General Freight Leader 088-2318801). No environmental damage may be caused. The use of, among other things, lubricant is therefore only permitted with the use of soil protection measures, such as, for example, leakage mats. On the basis of the AVV/GCU (General Contract of Use for wagons), Annex 9 (Conditions for the technical transfer inspection of wagons), this concerns the repair of defects falling under categories 1, 2 and 3 as well as those falling under damage codes 6.1.1.\* and 6.1.2.1. (markings), 6.1.7.\* (handles, replace steps), 6.5.5.4. (apply dust cap), 6.5.5.6./6.5.5.7. (apply dummy flange) and 6.5.5.9. (apply bolts).

### 3.4.3 Repair tracks

Repair tracks on 'Zee tot Zevenaar' have been designed for access by large rolling stock. Hoisting operations must be coordinated in advance with ProRail's Incident Response Department (General Freight Leader 088-2318801). There is therefore no restriction on the use of tools when the user places soil protection measures before starting work, if necessary. All repair tracks offered and made available by ProRail can be found on [the Logistics Portal](#).

### 3.4.4 Hot work

For 'hot work' on 'Zee tot Zevenaar', the party carrying out the work must report this to ProRail in advance by means of the notification form for work constituting a fire hazard ([see Logistics Portal](#)). The responsibility for safe execution lies (in accordance with the Working Conditions Act) with the contractor.

Hot work within 15 metres of a wagon with characteristics for dangerous goods in accordance with VSG-RID substances with a GEVI classification of 3, 4 or 5 is prohibited, unless additional measures have been taken. For Kijfhoek railway yard, in addition to the above, the Kijfhoek Incident Coordinator (088-2313390) must also be notified of where hot work will take place.

<sup>1</sup> If there is no unobstructed passage, or if safety is compromised, or if environmental damage may occur, this is an incident and must be reported to the train dispatcher and be handled in accordance with Article 4.1.2.

Train incident handling under the Operational Conditions.

### 3.4.5 Responsibility

Railway undertakings are always 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 vehicle(s) in question are movable.

IV. In Appendix 6 'Operational Conditions', in the title of section 4.2.2 is changed to 'Provision of information on the transport of dangerous goods within the meaning of RID/VSG with sets of wagons or (a group of) opposite freight wagons at railway yards'.

V. The whole content of section 4.2.2 is deleted and replaced by the following text:

"The scheme below applies to the transport of dangerous goods within the meaning of RID/VSG by freight wagons on all railway yards. The railway undertaking provides the manager with information about the position, loading condition and nature of the load of RID wagons. The position of the wagon is indicated by means of the track number and the position of the wagon in relation to other freight wagons on that track. The railway undertaking is responsible for the correctness, completeness and timeliness of its information. The railway undertaking is free to use WLIS also for registration of non-RID wagons.

For the implementation of this obligation, 'on time' means that the railway undertaking registers each movement of an RID wagon and makes the information about it available within a time window of ten minutes before to ten minutes after the movement. To support this registration and provision of information, the manager makes the WLIS system available for use by railway undertakings. The network manager ensures the provision of information to the government emergency services. The procedure is further described in the document 'Provision of Load Specifications Manual', which is available for consultation on the [Logistics Portal of ProRail](#).

## 5 Applications made available for the Train Path service (Chapter 5.2.1)

I. In Chapter 5.2.1 Train Path, section 2.1 *Description*, the sentence after point a. is deleted in its entirety and is replaced with:

*"The processing of requests for, return and modification of infrastructure capacity; the applications Donna, Btd-planner, Btd-planner reports, ORMAS-Portal, LOA Online, PCS (via RNE), RMS Client and TNR and the possibility to submit capacity requests via the service Capacity requests, planning & performance information (according to TAF/TAP TSI standard) are made available for this purpose, as described in Appendix 23".*

II. In section 5.1 *Legal requirements*, the text relating to services supplied to titleholders who do not qualify as railway undertakings is deleted in its entirety and is replaced with:

*To titleholders that are not qualified as railway undertakings, ProRail only offers the services under a (with the exception of the applications ORMAS-Portal and LOA-Online and the possibility to submit capacity requests via the service Capacity requests, planning & performance information (according to TAF/TAP TSI standard)), b and c (only the RailMaps application) of the part of this service indicated under 'description'.*

## 6 Description of service Provision of customised railway infrastructure data via Infra-Atlas (Chapters 5.5.2 and 5.5.2.1)

In Chapters 5.5.2 and 5.5.2.1, the description of the service 'Provision of customised railway infrastructure via Infra-Atlas' is changed to 'Provision of customised railway infrastructure **data** via Infra-Atlas'.

## 7 Indexation of tariffs (Chapter 6 and Appendix 27)

- I. In Chapter 6.3, the text of the second paragraph (Indexation ... Netherlands Bureau for Economic Policy Analysis) is removed and replaced with:

*“The tariffs are, unless stated otherwise, indexed to price level 2021 according to the price development of the consumer price index (CPI) as stated in the central economic plan of the CPB (Netherlands Bureau for Economic Policy Analysis).”*

- II. In Chapter 6.3.1.1 'Train path', Table 6.1 is replaced with the table below.

Weight category of the train	Compensation (per train kilometre)
up to 120 tons	€ 0.8045
from 121 to 160 tons	€ 1.0056
from 161 to 320 tons	€ 1.2791
from 321 to 600 tons	€ 1.7779
from 601 to 1,600 tons	€ 2.8559
from 1,601 to 3,000 tons	€ 3.4352
from 3,001 tons	€ 3.7248

- III. In Chapter 6.3.1.1 'Tractive power supply', Table 6.3 is replaced with the table below.

Charge (per kilowatt hour)
€ 0.024668

- IV. In Chapter 6.3.1.1 'Transfer', Table 6.4 is replaced with the table below.

Station class	Charge (per stop)		
	Train stop code		
	A	B	C
Stop	€ 0.57	€ 0,95	€ 1.16
Basic	€ 1.00	€ 1.66	€ 2.03
Plus	€ 1.62	€ 2.69	€ 3.29
Mega	€ 2.03	€ 3.37	€ 4.12
Cathedral	€ 5.03	€ 8.36	€ 10.23

- V. In Chapter 6.3.1.1 'Stabling', Table 6.5 is replaced with the table below.

Tariff per minute
€ 0.03691 + € 0.00001042 x track length in metres

Table 6.6 is replaced with the table below.

Tariff per minute per track
€ 0.04495

The sentence above Table 6.6 is changed as follows:

In 2021, 40% of the tariff per minute per track of € 0.11238 will be invoiced, being an amount of € 0.04495 per minute per track.

VI. In Chapter 6.3.5.1 'Energy Collection Application (ECA)', Table 6.9 is replaced with the table below.

Charge (per kilowatt hour)
€ 0.000651

VII. In Chapter 6.3.6 'Extra levy', Table 6.10 is replaced with the table below.

Weight category of the train	Compensation (per train kilometre)		
	Passenger services in connection with a public service contract	Other passenger services	Freight services
up to 120 tons	€ 0.1642	€ 0.0879	€ 0.0931
from 121 to 160 tons	€ 0.2052	€ 0.1098	€ 0.1163
from 161 to 320 tons	€ 0.2610	€ 0.1397	€ 0.1480
from 321 to 600 tons	€ 0.3628	€ 0.1942	€ 0.2057
from 601 to 1,600 tons	€ 0.5828	€ 0.3119	€ 0.3304
from 1,601 to 3,000 tons	€ 0.7009	€ 0.3752	€ 0.3974
from 3,001 tons	€ 0.7600	€ 0.4068	€ 0.4309

VIII. In Appendix 27, Tables 1 and 2 are replaced with the table below.

Table 1

Compensation for changed capacity per extra (detoured) km in relation to the originally allocated km	Compensation (per train kilometre)
extra charge train path service (depending on weight)	€ *
extra locomotive costs	€ 2.62
extra energy costs	€ 1.97
extra driver costs	€ 1.01

\* The amount of the charge depends on the weight as referred to in Table 6.1

Table 2

Compensation for cancelled capacity per km without alternative (km of the original route)	Compensation (per train kilometre)
Total	€ 5.76

The figures in the calculation example under Table 2 are adjusted accordingly, to 195.5 km x € 5.76 / km = € 1,126.27.

XI. In Chapter 6.3.4 Ancillary services, Table 6.7 Charge for ancillary services is replaced with the table below.

Service	Charge	Units
GSM-R Walkie-Talkies (see Chapter 5.5.1.1)	On request (customised)	
Provision of customised railway infrastructure data via Infra-Atlas (see Chapter 5.5.2.1)	On request (customised)	
Provision of GeoData (see Chapter 5.5.2.2)	No charge applicable	
Real-time information on train movements (VIEW - type 3) (see Chapter 5.5.2.3)	€ 1,210.58	Per Account
Real-time information on train movements (MeekijkVOS) (see Chapter 5.5.2.4)	€ 995.15	Per Account
Provision of planning and performance information (according to the NL standard) (see Chapter 5.5.2.5)	€ 2,562.28 <sup>(2)</sup>	Per connection
RouteLint (see Chapter 5.5.2.7)	€ 0.00325	Per forecast train kilometre
ORBIT (see Chapter 5.5.2.8)	€ 0,00533 <sup>(3)</sup>	Per forecast train kilometre
Provision of Rolling Stock and Train Position Service (MTPS) (see Chapter 5.5.2.9)	No charge applicable	
Information on train service performance: customised reports, provision of data and analyses (see Chapter 5.5.2.10)	On request (customisation)	
TOON (see Chapter 5.5.2.11)	€ 548.97	Per Account
The provision of various measurement data from Quo Vadis and Hotbox systems (see Chapter 5.5.2.12)	On request (customisation)	
Sherlock (see Chapter 5.5.2.13)	On request (customisation)	

<sup>2</sup> This concerns the charge for the use, the implementation concerns customisation for which a price proposal is made on request.

<sup>3</sup> This concerns the charge for the use, the implementation concerns customisation for which a price proposal is made on request.

XII. In Chapter 6.3.4 Ancillary services, Table 6.8 Charge for extra subscriptions to category 1 services is replaced with the table below.

Service	Charge	Units
Approval Monitoring	€ 957.80	Per Account
SpoorWeb	€ 3,240.13	Per Account
Real-time information on train movements (VIEW-type 1)	€ 1,210.58	Per Account
ORMAS Portal	€ 643.70	Per Account

## 8 General Terms & Conditions (Appendix 5)

The General Terms & Conditions Access Agreement ProRail 2020 (version 1 July 2019) will be replaced in its entirety with the General Terms & Conditions Access Agreement ProRail 2021 (version 27 May 2020) as attached to this supplement.

## 9 International passenger transport may be incidentally rerouted over part of the Betuweroute (Appendix 9)

Appendix 9, Route sections with user restrictions, contains a table of railways that have restrictions on trains for passenger transport. The notes to the Kijfhoek - Zevenaar route section (A15 route section)\* included in the table is changed as follows:

*\*This prior consultation does not apply to international passenger transport, such as ICE and night trains to the extent permitted, on the A15 route section between Meteren and Elst (return) in the event of planned work and in the event of emergencies on the Utrecht - Arnhem route section (return) that are rerouted, whether or not planned.*

## 10 Refuelling facility Zwolle decommissioned (Appendix 21)

- I. On the map of Refuelling facilities in Appendix 21, the green dot near Zwolle is replaced with a white dot.
- II. It is stated in the table 'Information on the storage capacity and flow rate of refuelling facilities' that the refuelling facility in Zwolle will be decommissioned until 2022.

## 11 Change to the performance scheme for freight transport operators (Appendix 26)

Section 3.2 of Appendix 26 Performance scheme, Schemes for the freight transport market segment is changed as follows:

- I. In the introduction, the third section of the scheme - Train running in accordance with the timetable offered - is deleted.
- II. Section 3.2.3 Train running in accordance with the timetable offered is deleted in its entirety.



- III. The title of section 3.2.1 Departure punctuality of freight trains is changed to Punctuality of freight trains and the text is replaced in its entirety with the following passage:

### *Objective*

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

### *Starting points and definitions*

- Punctuality is measured with respect to the original plan with a maximum delay of 30 minutes and [OPTION] with respect to the current plan of up to 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 Netze and Infrabel.
- The original plan is the plan that will be transferred to traffic control systems in the Donna transfer.
- A maximum of five turnaround cycles per railway undertaking per quarter, to be determined jointly in consultation. These may be either national or international turnaround cycles.
- The network manager provides monthly information on departure/arrival/exit/border-in punctuality on the main railway network managed by ProRail and provides information on 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 2021.

### *Monitoring 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, the scope for improvement and the measures (to be) are discussed in an account meeting.
- Twice a year, on the basis of the indicators set out in the performance scheme, the network manager announces the average annual performance level of all railway undertakings in freight transport to the railway undertakings in freight transport.

- IV. The title of section 3.2.2 Client nuisance due to infrastructure, system or third-party failures is changed to Client nuisance due to infrastructure, system or third-party failures as well as understaffing Traffic Control and the text is replaced in its entirety with the following passage:

### *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 understaffing of Traffic Control, thus contributing to better reliability and availability of the main railway network and better utilisation of capacity on the railways.

### *Starting points and definitions*

- The affected freight trains and individual locomotives are determined on the basis of an irregularity as a result of infrastructure, ICT or third party disruptions as well as understaffing of Traffic Control of the network manager for which a report card with infrastructure restriction has been generated in the SpoorWeb system. This must be done by taking a "photo" of the 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:
  - are rescheduled on first departure or in transit,
  - or have been rerouted via a different route or different border crossing,



- or have been cancelled.
- Irregularity: all report cards with an infrastructure restriction in the SpoorWeb system.
- Traffic control under occupancy: closing of workstations 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 (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.
- Cancelled train: the timetable has been removed from the VKL system by intervention by the network manager or has, out of necessity, been cancelled in VOS by the railway undertaking.
- Output: a list of the number of affected freight trains per incident per type of train (freight train, light locomotive) per intervention action (diverted, 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).

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

- ICT disruptions: these are disruptions at the Traffic Control systems (VOS and PRK).
- The network manager provides monthly information to the railway undertaking about client nuisance on the main railway network managed by ProRail.
- The network 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 2021.

#### *Monitoring 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, the scope for improvement and the measures (to be) are discussed in an account meeting.
- Twice a year, on the basis of the indicators set out in the performance scheme, the network manager shall communicate the average annual performance level of the network manager to the railway undertakings in the freight transport sector.

ProRail B.V.  
Utrecht, 9 September 2020