

Supplement 2 to the Network Statement 2022

ProRail has adopted the following supplements and/or changes to the Network Statement 2022, in accordance with the provisions of Chapter 1.6 of this Network Statement.

1 Maximum amount payable per loss event (Chapter 3.3.4)

The text after the first bullet in Chapter 3.3.4 is changed as follows:

- 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 network manager under Article 19 General Terms & Conditions is €100,000,000 or € 200,000,000, except in case of intent and/or deliberate recklessness.

2 Indexation of charges (Chapters 5 and 7)

- I. In Chapter 5.2, the text of the last paragraph under *Extra levy* (The charges included in Chapters...) is deleted and replaced with the following text:

"The charges included in Chapters 5.3, 5.4 and 5.5 are stated exclusive of VAT. The tariffs are, unless stated otherwise, indexed to price level 2022 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). For a more detailed explanation, see Chapter 5.8.2.1. For the period 12 December 2021 to 31 December 2021, the charges in the Network Statement 2021 in force on 11 December 2021 apply."

- II. In Chapter 5.3.1 Train path, the table in Section 4.1 is replaced with the table below.

Weight category of the train	Compensation (per train kilometre)
up to 120 tons	€ 0.8149
from 121 to 160 tons	€ 1.0187
from 161 to 320 tons	€ 1.2958
from 321 to 600 tons	€ 1.8010
from 601 to 1,600 tons	€ 2.8930
from 1,601 to 3,000 tons	€ 3.4798
from 3,001 tons	€ 3.7732

- III. In Chapter 5.3.2 Tractive power supply, the table in Section 4.1 is replaced with the table below.

Charge (per kilowatt hour)
€ 0.024988

- IV. In Chapter 5.3.3 Extra levy, Table 5.1 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	€ 0.1572	€ 0.0841	€ 0.0943
from 121 to 160 tons	€ 0.1965	€ 0.1052	€ 0.1178
from 161 to 320 tons	€ 0.2499	€ 0.1338	€ 0.1499
from 321 to 600 tons	€ 0.3474	€ 0.1859	€ 0.2083
from 601 to 1,600 tons	€ 0.5580	€ 0.2987	€ 0.3347
from 1,601 to 3,000 tons	€ 0.6712	€ 0.3592	€ 0.4026
from 3,001 tons	€ 0.7278	€ 0.3895	€ 0.4365

- V. In Chapter 5.4.2 Energy Settlement Application (EVA), the table in Section 4.1 is replaced with the table below.

Charge (per kilowatt hour)
€ 0.000660

- VI. In Chapter 5.5.2 Auxiliary services for the provisions of supplementary information, including charges, the charges for the services listed in Table 5.3 are changed as follows:

Order Portal	Submit capacity requests for train paths in the Netherlands.	€ 652.07 Per Account above applied graduated scale
SpoorWeb	Communication in case of disasters.	€ 3,282.24 Per Account above applied graduated scale
VIEW - type 1 (Internet) and - type 2 ("OCCR")	Information on current train movements at an OCCR workplace.	€ 1,226.32 Per Account above applied graduated scale
Planning and performance information (NL)	Provision of real-time traffic plan data, related changes to the train service and performance information.	€ 2,595.58 Per connection
MeekijkVOS	View functionality in the VOS traffic control system, making it possible to monitor the course of train services.	€ 1,008.09 Per account
RouteLint	Information for the driver on the current traffic situation on his route.	€ 0.00329 Per forecast train kilometre
ORBIT	Gives the driver a warning when approaching a red signal at too high a speed.	€ 0.00536 Per forecast train kilometre
TOON	Information on historic train movements.	€ 556.10 Per account

Approval Monitoring	Possibility to accept or reject the causes of train deviations registered by ProRail.	€ 970.24 Per Account above applied graduated scale
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VII. In Chapter 5.6.6.5 Regulations for freight transport, Table 5.5 is replaced with the table below.

Route section	Compensation tariff
Amersfoort – Deventer	€ 610
Amersfoort - Zwolle	€ 370
Amersfoort – Duivendrecht Aansluiting	€ 850
Amersfoort – Utrecht	€ 610
Almelo – Mariënberg	€ 130
Alphen a/d Rijn – Gouda	€ 370
Amsterdam Centraal – Breukelen	€ 610
Breda – Roosendaal	€ 610
Breda – Tilburg	€ 610
Breukelen – Utrecht	€ 130
Boxtel – Eindhoven	€ 850
Boxtel – Vught Aansluiting	€ 370
Beverwijk – Haarlem	€ 850
Eindhoven – Roermond	€ 370
Eindhoven – Venlo grens	€ 850
Gouda – Harmelen Aansluiting	€ 370
Herfte Aansluiting – Mariënberg	€ 1,090
Haarlem – Amsterdam Sloterdijk	€ 850
Harmelen Aansluiting – Breukelen	€ 850
Harmelen Aansluiting – Utrecht	€ 130
's-Hertogenbosch – Lunetten	€ 610
Kijfhoek – Lage Zwaluwe	€ 610
Kijfhoek – Meteren Aansluiting	€ 610
Leeuwarden – Meppel	€ 610
Meppel – Onnen	€ 610
Meteren Aansluiting – Zevenaar Oost	€ 610
Roermond – Sittard	€ 1,330
Roermond – Venlo	€ 1,090
Gouda – Rotterdam Zuid	€ 370
Deventer – Oldenzaal grens	€ 850
Sittard – Eijsden border	€ 610
Tilburg – Boxtel	€ 610
Tilburg – Vught Aansluiting	€ 370
Utrecht – Zevenaar Oost	€ 130
Lage Zwaluwe – Breda	€ 370
Lage Zwaluwe – Roosendaal	€ 1,330

VIII. In Chapter 5.6.7 Compensation freight transport operators ad hoc capacity for operations, Table 5.6 is replaced with the table below.

Compensation for changed capacity per extra (detoured) km in relation to the originally allocated km/min.	Compensation (per train kilometre)
extra charge train path service (depending on weight) and/or stabling service (depending on track length)	€ *
extra locomotive costs	€ 2.65
extra energy costs	€ 1.99
extra driver costs	€ 1.03

* The amount of the charge depends on the weight as referred to in Chapter 5.3.1 Train path, Section 4.1 of the table.

- IX. In Chapter 5.6.7 Compensation freight transport operators ad hoc capacity for operations, Table 5.7 is replaced with the table below.

Compensation for cancelled capacity per km without alternative (km of the original route)	Compensation (per train kilometre)
Total	€ 5,84

The figures in the calculation examples below the table are adjusted accordingly to:

- Calculation example per kilometre: $191.8 \text{ km} \times € 5.84 / \text{km} = € 1,120.11$;
- Calculation example per minute: $30 \text{ minutes} \times € 2.65 \text{ locomotive} + 30 \text{ minutes} \times € 1.99 \text{ energy} + 30 \text{ minutes} \times € 1.03 \text{ driver} = € 170.10$.

- X. In Chapter 5.6.8 Compensations for freight transport in case of disturbances or restrictions on the Havenspoor Line, Table 5.8 is replaced with the table below.

Number of disruptions per quarter	Compensation per kilometre origin-destination Rotterdam (X)	Compensation for stabling of Havenspoorlijn exemption period per invoice line in minutes (Y)
<10	€ 0.00	0
10-25	€ 0.18	108
26-40	€ 0.37	120
41-55	€ 0.55	216
>55	€ 0.61	240

- XI. In Chapter 7.3.1, the second paragraph under the heading 'Charges' is deleted and replaced with the text below.

"The charges included in this chapter are stated exclusive of VAT. The charges are, unless stated otherwise, indexed to price level 2022 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). For further explanation, see the paragraph Multi-year charges and bandwidth indicator below. For the period 12 December 2021 to 31 December 2021, the charges in the Network Statement 2021 in force on 11 December 2021 apply."

XII. In Chapter 7.3.2.2.1 Transfer, the table in Section 4.1 is replaced with the table below.

Station class	Charge (per stop)		
	Train stop code		
	A	B	C
Stop	€ 0.63	€ 1.04	€ 1.27
Basic	€ 1.10	€ 1.82	€ 2.23
Plus	€ 1.78	€ 2.95	€ 3.61
Mega	€ 2.23	€ 3.69	€ 4.52
Cathedral	€ 5.36	€ 8.91	€ 10.91

XIII. In Chapter 7.3.4.1 Kijfhoek shunting hump, the table in Section 4.2 is replaced with the table below.

Tariff per minute per track
€ 0.07070

The sentence above the table is changed as follows:

"In 2022, 60% of the tariff per minute per track of € 0.11784 will be invoiced, being an amount of € 0.07070 per minute per track."

XIV. In Chapter 7.3.5.2.1 Stabling, the table in Section 4.1 is replaced with the table below.

Tariff per minute
€ 0.03739 + € 0.00001056 x track length in metres

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

		Old charge	New charge
Section 9 Order Portal	Point 4.1	€ 643.70 per account	€ 652.07 per account
Section 17 SpoorWeb	Point 4.1	€ 3,240.13 per account	€ 3,282.24 per account
Section 18 VIEW	Point 4.1	€ 1,210.58 per account	€ 1,226.32 per account
Section 19 Planning and performance information (according to NL standard)	Point 4.1	€ 2,562.28 per connection	€ 2,595.58 per connection
Section 21 MeekijkVOS	Point 4.1	€ 995.15 per account	€ 1,008.09 per account
Section 23 RouteLint	Point 4.1	€ 0.00325 per invoiced train kilometre	€ 0.00329 per invoiced train kilometre
Section 24 ORBIT	Point 4.1	from € 0.00529 per invoiced train kilometre	€ 0.00536 per invoiced train kilometre
Section 28 TOON	Point 4.1	€ 548.97 per account	€ 556.10 per account

Section 28 Monitoring-Approval	Point 4.1	€ 957.80 per account	€ 970.24 per account
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3 Non-commercial stops (Chapter 7.3.5.2.1)

In Chapter 7.3.5.2.1, the following text is inserted at the bottom in the table in Section 4.1:

"For the RMS railway yards (Kijfhoek, IJsselmonde, Waalhaven (South, West and East), Pernis, Botlek, Europoort and Maasvlakte (East, West and West)) a correction applies to compensate for the period of stabling for 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 correction is calculated as follows:

The part of the stops (expressed in minutes) at RMS railway yards that is less than or equal to 30 minutes in the total number of stabling minutes at RMS railway yards divided by two.

This correction is calculated after the end of the calendar year on the basis of the data for 2022 and is settled with titleholders after the end of the calendar year."

4 General Terms & Conditions (Appendix 5)

The General Terms & Conditions Access Agreement ProRail 2020 (versie 27 May 2020) are replaced with the General Terms & Conditions Access Agreement ProRail 2022 (version 31 May 2020). For this, see the appendix to this supplement.

5 New version TijdRuimteSlots list (Appendix 6)

In Appendix 6, the description of the hyperlink [TijdRuimteSlots \(TRS\) Afreken sporen version 1.0 \(15/06/20\)](#) is changed to [TijdRuimteSlots \(TRS\) Afreken sporen version 2.2](#).

6 Editorial corrections (various chapters)

- I. Chapter 4.3.4, part b, fourth indent states that the standardised charge for freight carriers is included in Chapter 5.6.6.5. This should be Chapter 5.6.7.
- II. Chapter 5.3.2 contains the following sentence: "The terms of delivery applicable to the use of tractive power supply systems are stated in 34." Number 34 should be "Appendix 24" (Conditions for use of the tractive power supply system).
- III. In Chapter 5.7.1.1, under *Measure and discuss regime*, the second bullet reads:
 - The lowest value of the indicator per railway undertaking in the period 2018 - 2020.This should be 2019 - 2021.
- IV. In Chapter 7.3.5.3.5 Procedure for access requests for the ad hoc phase, the word *access request* is replaced everywhere with the word *request*, in accordance with Appendix 2 Definitions:

7.3.5.3.5. Procedure for ad hoc requests

The following applies to ad hoc requests for a period to be specified during the 2022 timetable period:

Ad hoc requests for non-conflicting access within the already allocated capacity are granted 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. No reconciliation takes place in case of conflicting requests (principle of first-come, first served). ProRail will communicate within the periods specified in Chapter 4.5 whether a new request can be accommodated."

- V. In the table in Appendix 23, reference is made in GSM-R Walkie-Talkies to Chapter 5.5.2. This should be Chapter 5.5.1.
- VI. In the table in Appendix 23, reference is made in RMS Client to Chapter 6.2.5. This should be Chapter 6.2.4.

ProRail B.V.
Utrecht, 5 July 2021