

Supplement 3 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 Axle load and ton metre weight for passenger trains (Chapter 3.3.2.2)

- I. In Chapter 3.3.2.2, the entire text under bullet Passenger transport (P) is deleted. It is replaced with the following passage:

“On parts of the network, see section 2 of Appendix 13, a deviating axle load is permitted for passenger rolling stock under specific conditions 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 Infrastructure Register and may vary according to the route section and type and deployment of rolling stock.¹ If the deviating axle loads result in malfunctions, excessive wear or damage to the infrastructure or if the conditions are not met, ProRail may issue instructions.²”

- II. On the map in section 2 of Appendix 13, the text behind the green dash will read:

“Route section on which for a number of railway vehicle types a deviation from load class C2 is granted up to a maximum of 22.5 tons in accordance with Chapter 3.3.2.2 and where a maximum line speed of 140 km/h applies.”

2 New chapter “User restriction resulting from field trial 's-Hertogenbosch railway yard” (Chapter 3.4.7)

After Chapter 3.4.6 a new Chapter 3.4.7 called "User restriction resulting from field trial 's-Hertogenbosch railway yard" is inserted. The text of this chapter reads as follows:

In timetable year 2021, ProRail will continue the current trial at 's-Hertogenbosch railway yard, thereby reducing the braking distance there. This means that the braking percentage for trains in 's-Hertogenbosch railway yard has been increased from 30% to 54%. ProRail makes agreements in the Access Agreement with railway undertakings using 's-Hertogenbosch railway yard.

The infrastructure manager will provide the railway undertaking with clear, correct and complete information. The railway undertaking will ensure that:

- *its train drivers using 's-Hertogenbosch railway yard) are familiar with the changed situation on site;*
- *its trains at the 's-Hertogenbosch railway yard have a braking percentage of (at least) 54%. In case a train has a lower braking percentage than 54%, the maximum speeds as included in the letter from the Transport Inspectorate dated 20 January 2020 with reference ILT 2020/3792 apply:*

Brake position G

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	35	35	35	30	30	30	30	25	20

Brake position P, also with long locomotive, train length up to 500m

¹ 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 Infrastructure Register.

² Article 16 General Terms and Conditions to the Access Agreement.

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	40	40	40	40	40	40	40	40	40

Brake position P, also with long locomotive, train length up to 600m

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	40	40	40	40	40	40	40	40	40

Brake position P, also with long locomotive, train length up to 700m

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	40	40	35	35	35	35	35	35	35

3 Withdrawal of capacity when exceeding threshold values (Chapter 4.6)

In the second paragraph of Chapter 4.6, the following sentence is deleted:

"If utilisation of a train path is less than the above values, the capacity can be withdrawn immediately."

After the first sentence, "ProRail can reclaim [...] capacity for other purposes." the following footnote is inserted:

"See Article 9 paragraph 6 of the General Terms & Conditions."

4 Description of the TIS application adapted by RailNetEurope (multiple chapters)

In Chapter 1.10.2, Chapter 5.5.2, Chapter 5.5.2.6 and Appendix 23, the description of the TIS application is amended as follows:

"Information on current movements of international passenger trains and national and international freight trains."

5 ISVL not yet fully replaced with the Order Portal in 2021 (multiple chapters)

- I. Chapter 4.2.3 Submitting requests for train paths:
 - a. In the text behind the third bullet "via the ORMAS Portal (see Chapter 5.2.1 and section 10 of Appendix 23)", "the *ORMAS Portal*" is changed to "*the ISVL application*".
 - b. The fourth bullet - *or with an own application via the Common Interface based on TAF/TAP TSI specifications* – is deleted.

- II. Chapter 4.6 Unused capacity and cancellation of train paths:
Under the header *Cancellation of allocated capacity by transport operator*, the text "The transport operator can cancel capacity in three ways [...] RMS-Client." is deleted. This is replaced with the following passage:

"The transport operator can cancel capacity in two ways:

- *Via ISVL*
- *Via RMS-Client"*

III. Chapter 5.2.1 Train path

- a. The entire sentence behind point a. of section 2.1 Description - "The processing of requests [...] as described in Appendix 23)." - is deleted and replaced with the following text:

"The processing of requests for, return and modification of infrastructure capacity³; the applications Donna, Btd-planner, Btd-planner reports, ISVL⁴, LOA Online, PCS (via RailNetEurope), RMS Client and TNR are made available for this purpose, as described in Appendix 23."

- b. 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:

"Titleholders who do not qualify as railway undertaking can exclusively acquire from ProRail the items a (with the exception of the ISVL and LOA Online applications), b and c (exclusively the RailMaps application) of the part of this service stated under "description"."

IV. Chapter 5.3.1.2.1 Freight terminals:

In section 6.1 of the table (Access request), 'ORMAS Portal' is replaced with 'ISVL'.

V. Chapter 6.3.4 Ancillary services:

Table 6.8 Charge for extra subscriptions to category 1 services is deleted and replaced with the following table:

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
ISVL	€ 643.70	Per Account

VI. Appendix 6, Operational Conditions, section 2.1. Intervention:

In the sentence under point 2 Scheduled performance - *The request and order acceptance process via ORMAS is described in Chapter 4 of this Network Statement.* – ORMAS is changed to ISVL.

VII. Appendix 23 Applications, publications and reports (Chapters 3.3, and 4.4.5):

- a. In the first table, the information about ORMAS Portal

ORMAS Portal	Submit capacity requests for train paths in the Netherlands.	Appendix 23 - 10	5.2.1
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Replaced with information about ISVL

ISVL	Submit capacity requests for train paths in the Netherlands.	Appendix 23 - 10	5.2.1
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- b. In the first table, the information about Capacity requests and planning & performance information

³ Trains subject to the user charge exemption scheme (due to instructions by ProRail) can only be requested on the basis of a timetable entered by the applicant into Donna or a request via ISVL.

⁴ ISVL is scheduled to be replaced with the Order Portal in the course of 2021 and via an extension to the Planning & performance information service (in accordance with the TAF/TAP TSI standard) in order to submit capacity requests and an application to be specified for communication relating to late requests (BuitenTermijnAanvragen) < 36 hours.

Capacity requests and planning & performance information (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 based on the TAF/TAP TSI messages and the provision of planning & implementation information based on the TAF/TAP TSI messages.	Appendix 23 - 17	5.2.1
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Replaced with information about Planning & performance information

Planning & performance information (according to TSI TAF/TAP standard)	The provision of planning & performance information on the basis of the TSI TAF/TAP messages:	Appendix 23 - 17	5.2.1
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- c. Section 10 Description of the ORMAS Portal application is deleted in its entirety and replaced with the table below.

Description of the ISVL application

Category	Notes
Application	ISVL
Function	Railway undertakings can use the application to request, cancel or change train paths in the final days before performance. Railway undertakings also receive notification of the confirmation or refusal of the train path. Through agreements recorded in ISVL, communication is provided about ProRail's plans to reduce the availability of the infrastructure if this is necessary to carry out repairs to the infrastructure in the short term. In this part, the so-called "Buta", the initiative lies with ProRail.
Provision	Access to the web-based ISVL application by means of an Internet browser.
Types	The user type (view/change) can be set per employee, according to the customer's specifications.
Request	If you want to use this ProRail application as a railway undertaking, you need a ProRail account: <ul style="list-style-type: none"> • If your company is not yet a client of ProRail, you can click here for more information about the application process. • If your company is already a client 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.
Delivery time	Indication: 3 to 4 weeks.
Terms of delivery	An SLA forms part of the Access Agreement; a draft version will be provided on request via Product Management Information & ICT Services (informatiediensten@prorail.nl).
Costs	This application is provided from the "train path" service, see Chapter 5.2.1. A graduated scale is used for this service, see Chapter 6.3.1.1). If more accounts are purchased than the number in the graduated scale, additional costs will be charged.

- d. Section 17 Description of the Capacity requests and planning & performance information (according to TSI TAF/TAP standard) is entirely deleted and replaced with the following table:

Description of Planning & performance information (according to TAF/TAP TSI standard)

Category	Notes
Publication	Planning and performance information (according to TSI TAF/TAP standard)
Function	<p>The provision of planning & performance information on the basis of the TSI TAF/TAP messages :</p> <ul style="list-style-type: none"> • The 'Path details' message (based on Chapter 4.2.2.3 TSI TAF). • The "Train Running forecast" message (in accordance with Chapter 4.2.4.3 TSI TAF). • The "Train Running information" message (in accordance with Chapter 4.2.4.2 TSI TAF). • The "Train Running Interruption" message (in accordance with Chapter 4.2.5.2 TSI TAF). <p>The messages will be delivered on the basis of the Operational Train Number and will in time be replaced with the Train_ID.</p>
Request	via Product Management Information & ICT Services: informatiediensten@prorail.nl
Delivery time	On request
Terms of delivery	<p>Communication exclusively takes place between the Common Interface of ProRail the Common Interface of the railway undertaking.</p> <p>An SLA forms part of the Access Agreement; a draft version will be provided on request via Product Management Information & ICT Services (informatiediensten@prorail.nl).</p>

6 Changed opening times Kijfhoek shunting hump (Chapters 5.3.1.3 and 5.3.1.4.1)

- I. In Chapter 5.3.1.3 Railway yards, the opening times in the table Kijfhoek shunting hump in section 3.1.1 are changed as follows:

"Regular opening hours: from Sunday 14.30 hrs to Saturday 14.30 hrs (six days a week)."

- II. In Chapter 5.3.1.4.1 Stabling, the following sentence is added to the table in section 3.1.1:

"Changed opening hours apply to the 43 tracks on the Kijfhoek railway yard that are equipped with shunting facilities. See Chapter 5.3.1.3 section 3.1.1. At these times, no hump control is available to operate the relevant tracks."

7 Subscriptions to applications that form part of the Train Path service (Chapter 6.3.1.1)

In Chapter 6.3.1.1, Table 6.2 Number of subscriptions included in the charge for the use of train paths is entirely deleted. This is replaced with the table below.

Budgeted traffic volume per year (train kilometres)	number of subscriptions VIEW/ISVL	number of subscriptions SpoorWeb/ISVL
from 50 million	10	80
between 5.0 and 50 million	10	40
between 2.5 and 5.0 million	5	20
between 1.0 and 2.5 million	2	8
to 1.0 million	1	4

8 Cancellation charge (Chapter 6.4.2)

The following sentence is added at the bottom of Chapter 6.4.2:

The cancellation charge for the 2021 timetable as described in this chapter will not be charged.⁵

9 Rust clearance (Appendix 6 Operational Conditions)

Section 2.3 Rust clearance of the Operational Conditions is changed as follows:

The corrosion of rails impacts upon the reliable operation of the train detection system. With a view to preventing this, trains are designated by the network manager for the purposes of rust clearance. ProRail strives to avoid the performance of rust clearance running with freight trains heavier than 3,000 tons *and with freight trains carrying categories of substances that fall under the Basisnet spoor or substances listed in RID table 1.10 (high risk potential).*

10 Transport licences (Appendix 7)

- I. In Appendix 7 under point a. Public transport, second bullet, first dash, the period of ten months is changed to eighteen months:
 - 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 Authority (ACM) and ProRail of its intention to request capacity for transport; this duty of notification also applies to changes in transport.
- II. In Appendix 7 under point a. Public transport, third bullet, first dash, the period of ten months is also changed to eighteen months:
 - 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 Authority (ACM) and ProRail of its intention to request capacity for transport; this duty of notification also applies to changes in transport.

11 Refuelling facilities at Watergraafsmeer railway yard suitable for mobile refuelling (Appendix 21)

On the map of Refuelling facilities in Appendix 21, the green dot at Watergraafsmeer is replaced with a red dot.

12 Application process Rail and road signs (WVK), Donna and GSM-R Walkie-Talkies (Appendix 23)

- I. In Appendix 23 section 2 "Description of the Rail and Road Signs application", point a "A download of the Rail and Road Signs in PDF format via the Logistics Portal of ProRail" behind the "Request" field is

⁵ In accordance with Supplement 3 to the Network Statement 2021 dated November 2021.

deleted. This is replaced with "A download of the Rail and Road Signs in PDF format via the Raildocs application of ProRail."

- II. In Appendix 23 section 6 "Description of the Donna application", the "Via the Logistics Portal of ProRail." behind the "Request" field is deleted. This is replaced with "Via the Donna Service Organisation (DONNA@ProRail.nl.)"
- III. In Appendix 23 section 20 "Description of the GSM-R Walkie-Talkies application", the text " By the Logistics Portal of ProRail." behind the "Request" field is deleted. This is replaced with "Via Product Management Information and ICT services (informatiediensten@prorail.nl.)"

ProRail B.V.
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