Supplement 3 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 section 1.6 of this Network Statement.

1 Axle load and ton metre weight for passenger trains (section 2.3.5)

I. In section 2.3.5, after the second bullet Passenger trains (P) in the following sentence, the words 'will be' are replaced with 'are':

"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."

II. In the text behind footnote 24, the words 'will be' are replaced by 'are':

"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 are included in the Infrastructure Register."

2 Information on safety in railway tunnels published on the Logistics Portal (section 2.4.4 and Appendix 6)

I. In section 2.4.4, the following sentence is inserted immediately after the list of tunnels:

"Further information on safety in railway tunnels, including the above-mentioned contingency plans, can be found on the *Logistics Portal of ProRail.*"

II. In Appendix 6, the hyperlink to the contingency plans on the Logistics Portal is inserted.

3 User restrictions at 's-Hertogenbosch railway yard (section 2.4.7)

I. The title of section 2.4.7 is changed to "User restrictions at 's-Hertogenbosch railway yard".

II. The first paragraph of section 2.4.7 is changed as follows:

"*In the 2022 timetable year, ProRail will maintain the situation at 's-Hertogenbosch railway yard that was created for the purpose of the practical test carried out earlier. The signals are based on a braking distance of 300m at 40 km/hour with a 5 per mille gradient. This means that the braking percentage for trains in 's-Hertogenbosch railway yard has been increased from 30% to 54%. ProRail makes agreements with railway undertakings using 's-Hertogenbosch railway yard in the Access Agreement."*

4 New ICT ancillary services FRISO and Punctuality Map (sections 4.5.4.5, 5.5.2 and Appendix 23)

I. In section 4.5.4.5 Ancillary systems, the following rows are inserted at the bottom of Table 4.4:

Ancillary ICT services

FRISO	Simulation tool for infrastructure studies, capacity, robustness and safety analyses, innovation studies.	Appendix 23, section 35

II. In section 5.5.2 Provision of supplementary information, after the application Provision of GeoData in *Table 5.3 Auxiliary services for the provisions of supplementary information, including charge* , the following row is inserted:

FRISO	Simulation tool for infrastructure studies, capacity, robustness and safety analyses, innovation studies.	€ 4,222[1]	Appendix 23, section 35

III. In Appendix 23, the following row is inserted in the overview table after Temporary Speed Limitations (TSB):

FRISO (Flexible Rail Infra Simulation Environment)	Simulation tool for infrastructure studies, capacity, robustness and safety analyses, innovation studies.	Appendix 23, section 35	5.5.2

IV. In Appendix 23, the following table is inserted as section 35:

Description of the application FRISO (Flexible Rail Infrastructure Simulation Environment)

FRISO		
1 General information		
1.1	Facility	FRISO is an application that qualifies as a service under category 4 of Annex II to Directive 2012/34/EU.
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2	Description	Through simulation of the train service, FRISO (Flexible Rail Infrastructure Simulation Environment) 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 supplied with a basic dataset with which the timetable for the coming year can be simulated; this dataset is updated on an annual basis.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	Availability of application: 7 x 24 hours Availability of helpdesk: during working days from 09:00 – 17:00 hours.

[1] For FRISO, in addition to a charge, licence fees for the use of Codemeter apply. See Appendix 23, section 35 for details.

<table>
<tr><td>3.1.2</td><td>Technical characteristics</td><td>The application is delivered as a stand-alone executable with installer for a recent MS Windows 64 bit environment. The application uses the simulation platform Enterprise Dynamics (a licence for this platform can be included).

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.
• 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
○ 2. Microsoft® SQL Server® 2012 Shared Management Objects

When installing FRISO, the Codemeter component will be included automatically for the purpose of online activation. After installation, activation of the licence is still required (existing licences can also be used).</td></tr>
<tr><td>3.1.3</td><td>Planned changes</td><td>No changes foreseen.</td></tr>
<tr><td colspan="3">4. User costs</td></tr>
<tr><td>4.1</td><td>Information regarding user charge</td><td>The use of this application is subject to a charge of € 4,222 per account (excluding licence fees).

According to the supplier, the licence fees for Codemeter are in September 2021:

<table>
<tr><td></td><td>Units</td><td colspan="3">Licence fee</td></tr>
<tr><td></td><td></td><td>Per year</td><td>Per 3 years</td><td>Per 5 years</td></tr>
<tr><td>System Licence</td><td>Per N-year period</td><td>7,100</td><td>19,170</td><td>30,175</td></tr>
<tr><td>Training</td><td>1 day</td><td>1,300</td><td colspan="2"></td></tr>
<tr><td>Technical Support (Installation and General)</td><td>Per 4 hours</td><td>480</td><td></td><td></td></tr>
<tr><td>Other (functional) support</td><td>TBD</td><td></td><td></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 units Training and Support appointments on request.</td></tr>
<tr><td>4.2</td><td>Information regarding 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>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).</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>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</td></tr>
</table>

		• Video: OpenGL® 4.5+ (with 512MB or more)
6. Capacity request		
6.1	Access request	Via Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Handling time	Requests will be processed within ten working days.
6.3	Information on capacity availability and temporary capacity restrictions	N/A

V. In section 5.5.2 Provision of supplementary information, after the application Provision of customised incident-related data in *Table 5.3 Auxiliary services for the provisions of supplementary information, including charge* , the following row is inserted:

Punctuality map	The punctuality map gives real-time graphical information on the punctuality of passenger train services.	No charge applicable	Appendix 23, section 36

VI. In Appendix 23, the following row is inserted in the summary table after Customised incident-related data:

Punctuality Map	Real-time graphical insight into the current situation of punctuality of passenger train services.	Appendix 23, section 36	5.5.2

VII. In Appendix 23, the following table is inserted as section 36:

36 Description of the application Punctuality Map

Punctuality Map		
1. General information		
1.1	Facility	Punctuality Map is an application that qualifies as a service under category 4 of Annex II to Directive 2012/34/EU.
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of this Network Statement.
2. Function		
2	Description	Punctuality Map gives real-time graphical information on the punctuality of passenger train services.
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 09:00 – 17:00 hours.
3.1.2	Technical characteristics	The application is made available by means of authorisation via the Internet.
3.1.3	Planned changes	There are no planned changes.
4. User costs		
4.1	Information regarding user charge	The use of this application is free of charge.

4.2	Information regarding discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	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	The application is accessible from every computer with a recent browser and Internet connection.
6. Capacity request		
6.1	Access request	The Punctuality Map can be accessed via 'Logistics Portal -> Applications'.
6.2	Handling time	Available immediately.
6.3	Information on capacity availability and temporary capacity restrictions	N/A

5 Changes to existing ICT services

I. In section 5.3.1 Train path, in section 2.1 after item a. the following text and table:

"Depending on the number of train paths budgeted, the titleholder is provided with a number of subscriptions to the Order Portal application in accordance with the table below."

Budgeted traffic volume per year (train kilometres)	Number of subscriptions to the Order Portal
from 5.0 million	10
between 2.5 and 5.0 million	5
between 1.0 and 2.5 million	2
to 1.0 million	1

are replaced with:

"*Depending on the number of train paths budgeted, the titleholder is provided with a number of subscriptions <new footnote 111> to the Order Portal application in accordance with the table below.*"

Budgeted traffic volume per year (train kilometres)	Number of subscriptions to the Order Portal
from 50 million	150
from 5.0 million	50
between 2.5 and 5.0 million	25
between 1.0 and 2.5 million	15
to 1.0 million	8

<New footnote 111> "*The number of subscriptions made available at no extra cost (graduated scale) for the use of the Order Portal application is based on the use of personal accounts. Because ISVL*

will still be provided as a service in 2022, no additional costs will be charged for the use of the Order Portal, but the costs of ISVL will be charged according to the price level (plus CPI indexation), the numbers and the graduated scale of 2021. ISVL is scheduled to be fully replaced in Q4 2022. When the replacement is completed, ProRail will start charging extra costs for the Order Portal. According to the current planning, this will be the case in 2023."

II. In section 5.3.1 "Train path", the text in section 5, paragraph 3 is replaced with:

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

III. In section 5.5.2, the description of the publication Customised incident-related data in Table 5.3 *Auxiliary services for the provisions of supplementary information, including charge* is changed as follows:

Customised incident-related data	Provision of customised incident-related data. - Current Standard Obstruction Measures - Undesired events	On request (customisation)	Appendix 23, section 32

IV. In the overview table in Appendix 23, the description of the publication Customised incident-related data is changed as follows:

Customised incident-related data	Provision of customised incident-related data. - Current Standard Obstruction Measures - Data related to an undesired event, limited to specific titleholders.	Appendix 23, section 32	5.5.2

V. In Table 32 of Appendix 23 Description of the Description of the publication Customised incident-related data, in section 2.1 Description, the passage "The following data streams are delivered [...] image)" is replaced with

The following data streams are delivered:
- Current Standard Obstruction Measures (without image)
- Data related to an undesired event, limited to specific titleholders.

VI. In Table 5 of Appendix 23 Description of the publication Temporary Speed Restrictions (TSB), the method for requesting access in section 6.1 is changed. From now on, access can be requested via ProRail instead of NS Techniek:

6.1	Access request	NSR Reizigers takes care of production and distribution at the instructions of ProRail. NS Techniek Asset Management Bedrijfsmiddelen PO Box 2167 3500 GD Utrecht nsr.nsrtsb@ns.nl

is replaced with:

6.1	Access request	NS Reizigers takes care of production and distribution at the instructions of ProRail. Request via Product Management Information & ICT Services (informatiediensten@prorail.nl).

VII. In Table 18 of Appendix 23, Description of the real-time information on train movements application (VIEW), the sentence after section 3.1.3 Planned changes is scrapped and replaced with the following sentence:

"The ICT service VIEW will only be available on the basis of a personal account from 2022 In the course of 2022, access based on functional accounts will be converted to access based on a personal account."

VIII. In section 4.5.4.5 Ancillary systems, the description of the LOA Online application in Table 4.4 is changed as follows:

LOA Online	Submitting, handling and recording of local orders for shunting routes.	Appendix 23, section 11

IX. In section 7.3.5.3.3 Submitting of requests and ad-hoc phase schedule, the bullets after the sentence "In the period from five days before performance until the moment of performance via:" is changed as follows:

- *the LOA-Online system*
- *the RMS Client system for requests relating to freight transport at Kijfhoek*
- *(telephone) contact between the titleholder and traffic control*

X. In Appendix 23, the description of the LOA Online application in the overview table is changed as follows:

LOA Online	Submitting, handling and recording of local orders for shunting routes.	Appendix 23, section 11	5.3.1

XI. In Table 11 of Appendix 23, Description of the application LOA Online, the following sentence is added after section 2.1 Description:

"*This application cannot be used at Kijfhoek. For requesting shunting routes at Kijfhoek, use must be made of RMS Client(see Appendix 23, section 12.*"

XII. In section 5.5.2, Table 5.3 *Auxiliary services for the provisions of supplementary information, including charge*, the following line is scrapped:

Handling and Stabling Data and Information (BODI)	Provides support in carrying out capacity analyses for the handling and stabling of railway vehicles.	No charge applicable	Appendix 23, section 33

XIII. In section 3.4.6, a new bullet is inserted at the end with the following text:

- *With a view to the utilisation of railway yards up to ten years into the future, ProRail offers railway undertakings involved in passenger transport the opportunity to indicate their needs using the BODI (Handling and Stabling Data and Information) application, so that ProRail can take these into account when building infrastructure on railway yards. Use of this application is not compulsory, but is advised (see Appendix 8 and Appendix 23, section 33)*.

XIV. The title of Appendix 8 is changed from Reports to Applications, publications and reports (sections 2.3.9 and 3.4.6).

XV. The following paragraphs are inserted as section 1:

1 Delivery application

For the benefit of optimal cooperation between ProRail and the railway undertaking, ProRail offers applications that ensure that the delivery is geared to ProRail's information needs.

1.1 Description of the application Handling and Stabling Data and Information (BODI)

With a view to the utilisation of railway yards up to ten years into the future, ProRail offers railway undertakings involved in passenger transport the opportunity to indicate their needs using the BODI (Handling and Stabling Data and Information) application, so that ProRail can take these into account when building infrastructure on railway yards. Use of this application is not compulsory, but is advised. *For detailed information, see Appendix 23, section 33.*

XVI. The original section 1 General becomes section 2, the title is changed from '*General*' to '*Reports*'.

XVII. The original section 2 Reports on external safety, noise emissions and transport data is changed to section 2.1, where the text with the correct references is changed to the following text:

"*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 section 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 supplementary 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."

All subsequent sections are renumbered, with section 2.1 becoming 2.1.1, 2.2 becoming 2.1.2 and so on until 2.7 becomes 2.1.7. Section 3 becomes section 2.2.

XVIII. In Appendix 23 Table 33 'BODI', the following rows of text are changed:

1.1	Facility	Handling and Stabling Data and Information (BODI) is an application that provides ProRail with information on the utilisation of railway yards up to ten years into the future.
1.3	Term of validity	The application is offered during the term of the Network Statement.
2.1	Description	BODI is a software tool for carrying out capacity analyses for the handling and (long-term) stabling of railway vehicles. The tool identifies the capacity needs of transport operators and shippers and compares them with the available supply. Such analyses form the basis for identifying capacity bottlenecks and deciding on measures to increase capacity. BODI is accessible to transport operators and shippers for providing requirements on the use of railway yards for the next ten years. The current version of BODI supports analyses relating to the handling and stabling of rolling stock for passenger transport; in time, this functionality will be expanded to include analyses for freight transport.

6 Footnote out-of-pocket costs (section 5.6.6.1)

In section 5.6.6.1, item a, footnote 119 is deleted:

"Out-of-pocket costs are additional costs incurred by a railway undertaking as a result of the possession such as, for example, hiring equipment and/or facilities for staff and/or the additional deployment of staff."

7 Rail Facilities Portal (section 7.3)

In section 7.3, the following line is inserted after the last sentence:

"*The geographical location of these services and service facilities can also be consulted via the Rail Facilities Portal of RailNetEurope."*

8 Change to Section 39 Rail Traffic Regulations (section 7.3.4)

Section 7.3.4 Railway yards is changed as follows:

I. The following paragraph is moved up, under the first paragraph (Railway undertakings can at a large number of railway yards […] under the service facility stabling yards.)

"Only the Kijfhoek railway yard is provided with specific facilities, namely a shunting hump, rail brakes and a hump control system. The table in section 7.3.4.1 describes this service facility and its use."

II. The following passage is inserted immediately below this:

Railway yard tracks

According to Section 39 Rail Traffic Regulations, a railway yard includes
a. all tracks marked with a number;

b. the track sections of the points 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:

Railway yard	Metres
Alkmaar	340m
Amersfoort	340m
Den Haag Centraal/Binckhorst	340m
Den Haag Holland Spoor	340m
Dordrecht	340m
Enkhuizen	275m
Hoorn	275m
Leiden	340m
Leidschendam	340m
Rotterdam Centraal	340m
Rotterdam Stadium	340m
Watergraafsmeer Zuidzijde	400m

III. The heading "*Shunting services*" is placed above the text below:

"*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 on the ProRail website.*"

IV. The explanation of the term Railway Yard in Appendix 2 is amended as follows from the second paragraph onwards:

"*in Section 39 Rail Traffic Regulations emplacement as follows: a railway yard includes:*

a. *all tracks marked with a number;*
b. *the track sections of the points complex;*
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.*

The railway yards where a greater distance than 200m is required are listed in section 7.3.4.
In Section 40 Rail Traffic Regulations it is further stated that If the safe operation of the railway so requires, the network manager shall indicate with sign 302 at the railway yard that shunting is not possible on this track or that shunting is restricted."

9 Passenger transport restrictions Barendrecht Aansluiting – Kijfhoek Aansluiting Noord (Appendix 9)

In the table in Appendix 9, the user restriction behind section 3 Barendrecht Aansluiting - Kijfhoek Aansluiting Noord is changed as follows:

"Passenger transport *(including empty railway vehicles)* is not permitted."

10 Replacement of hyperlinks to the Logistics Portal (entire Network Statement)

All existing hyperlinks to the Logistics Portal have been replaced by new links. For an overview of the referenced information on the Logistics Portal, see Appendix 6 of the Network Statement.

ProRail B.V.
Utrecht, 2 February 2022