

Supplement 4 to the Network Statement 2017

ProRail has adopted the following supplements and/or changes to the Network Statement 2017, in accordance with the provisions of Chapter 1.6 of this Network Statement.

1 Contact particulars ILenT

In Chapter 2.2.3 'Licences', the contact particulars of the Environmental Health and Transport Inspectorate (*ILenT*) are changed to:

postal address	PO Box 16191 2500 BD The Hague
office address	Graadt van Roggenweg 500 3531 AH Utrecht

2 Tunnel name

In Chapter 3.4.4 'Railway tunnel user regulations and restrictions', the text "Willem van Oranje tunnel (Rijswijk – Delft Zuid)" is changed to "Railway tunnel Delft (Rijswijk – Delft Zuid)".

3 Noise discount scheme

- I. The following sentence under 'User conditions' in Chapter 5.2.1 'Train path':
"With a view to optimising the use of the capacity of the main railway network, the parties may agree on the application of the Quiet Train Kilometres performance scheme (see Appendix 26)."
is replaced with:
"With a view to optimising the use of the capacity of the main railway network, ProRail offers a discount on the user charge for silent trains (see Chapter 6.4.3)."

- II. A new chapter is added to the end of Chapter 6.4 'Financial penalties and incentives':
6.4.3 Silent rolling stock discount

6.4.3.1 Discount for running retrofitted goods wagons

In accordance with Implementing Regulation (EU) 2015/4299 of March 2015, ProRail offers railway undertakings a discount on the user charge for running retrofitted freight wagons with reduced noise emission. The discount on the user charge is € 0.01 per axle kilometre run with retrofitted freight wagons. The bonus will be paid for the relevant wagon kilometres over the period up to 31 December 2021¹. The level of the bonus will be published each year in the Network Statement and will remain at the same level for the years 2016 - 2018, namely € 0.01 per axle kilometre (the bonus will thus remain unchanged for a 4-axle wagon). In accordance with Article 4(3) (EU) 2015/429, a minimum bonus of € 0.0035 per axle kilometre will apply to the period 2019 - 2021. Once the maximum adjustment costs of € 4,800 have been reached, ProRail will in accordance with Article 4(6) (EU) 2015/429 decide to terminate the bonus scheme. Railway undertakings must register participating wagons with ProRail in advance, stating wagon numbers and accompanied by proof of retrofitting.

Retrofitted freight wagons are defined as: rolling stock permanently retrofitted with a silent braking system in accordance with TSI Noise. A silent braking system is defined as a braking system in the sense of TSI Noise in accordance with consideration 7 of Implementing Regulation (EU) 2015/429.

The discount is settled through the user charge invoice. The railway undertaking will provide the information required to determine the discount, namely: wagons registered in advance,

¹ The payment over December will be made in January 2022.

number of axles per wagon, braking system type and date of retrofitting. ProRail can perform random checks on retrofitting and the number of axles.

6.4.3.2 Discount for running silent freight train

In accordance with Article 5 of the Implementing Regulation (EU) 2015/4299 of March 2015, ProRail offers railway undertakings a discount on the user charge for running silent freight trains with reduced noise emission. The discount on the user charge is € 0.01 per wagon kilometre of a silent wagon run with a silent train. Railway undertakings must register participating wagons with ProRail in advance, stating wagon numbers and accompanied by proof of retrofitting.

The train will in accordance with Article 2(6) (EU) 2015/429 comply with the requirement of 'silent freight train' if the train is composed of at least 90% of silent wagons. Silent wagons of wagons fitted with a braking system in accordance with TSI Noise as referred to in is consideration 7 of Implementing Regulation (EU) 2015/429.

The discount is settled through the user charge invoice. The railway undertaking will provide the information required to determine the discount, namely: wagons registered in advance, number of axles per wagon, braking system type and date of retrofitting.² ProRail can perform random checks of silent trains.

In accordance with Article 5(3) of Implementing Regulation (EU) 2015/429, the discount on the track access charge for a silent train is maximised at 50% of the total value of bonuses applicable to retrofitted wagons. The bonus scheme also applies to trains that consist entirely of new silent wagons. If the train does not comprise any retrofitted wagons, the bonus is € 0.01 per silent wagon.

6.4.3.3 Discount for running retrofitted passenger stock

The railway undertaking will receive a discount on the user charge per wagon kilometre when running silent passenger stock. Under this scheme, the railway undertaking will receive a bonus for reducing noise emissions by running retrofitted passenger stock.

The discount on the user charge is € 0.04 per wagon kilometre run with retrofitted stock, with a maximum of 120,000 kilometre per wagon during a maximum of 4 contiguous years. Retrofitted rolling stock is defined as: rolling stock in service before 01/01/2008, that after 01/01/2008 is permanently retrofitted with a silent braking system in accordance with TSI Noise. A silent braking system is defined as a braking system as referred to in TSI Noise.

The discount is settled through the user charge invoice. The railway undertaking will provide the information required to determine the bonus, namely: per wagon registered in advance: number of kilometres run in the Netherlands, specified according to date, trip, train number and number of kilometres in the Netherlands or other comparable specification agreed with ProRail. ProRail can perform random checks on retrofitting and the number of axles.

4 Operational Conditions

The text "version 1 July 2016" in Appendix 6 'Operational Conditions' is changed to "version 1 October 2016".

5 Schiphol tunnel

The text in the column 'User restriction' at the Schiphol tunnel in Appendix 9 'Route sections with user restrictions' is replaced with:

Local restriction on freight transport:

² If the railway undertaking has wagons, which in accordance with Article 1(2) (EU) 2015/429 are not covered by the implementing regulation, the railway undertaking will also register these in advance so that they can be deducted from the side and train discount.

Freight transport not permitted, with the exception of work and maintenance trains.

6 ICE on A15 route section

The following is added after the heading 'Passenger transport restrictions' in Appendix 9 'Route sections with user restrictions':

- I. An "*" is added after the text "Kijfhoek – Zevenaar (A15 route section)".
- II. The following text is added under the table: "* Prior consultations do not apply to the ICE Amsterdam - Frankfurt (return) on the A1 route section between Meteren and Elst (return) in case of planned work and disasters on the Utrecht – Arnhem (return) route section, whether or not subject to planned detour."

7 Station name

The following changes are made to the column 'Name of the station' in Appendix 25 'Stations':

- I. "Koog Bloemwijk" is changed to "Koog aan de Zaan";
- II. "Koog-Zaandijk" is changed to "Zaandijk Zaanse Schans".

ProRail B.V.
Utrecht, 28 November 2016