

Supplement 1 to the Network Statement 2019

ProRail has adopted the following supplements and/or changes to the Network Statement 2019 Combined Network, in accordance with the provisions of Chapter 1.6 of this Network Statement.

1 General Terms & Conditions

The changes below are made to the General Terms & Conditions Access Agreement ProRail 2019 in Appendix 5 "Model Access Agreement and General Conditions".

- I. The text "version 1 July 2017" is replaced with "version 1 July 2018".
- II. Article 1 Paragraph 8, Paragraph 24 and Paragraph 28 "as amended since that date" is replaced with "as applicable".
- III. Article 7 Paragraph 2 c: "14 days" is replaced with "5 working days"
- IV. Article 9 Paragraph 1: "and 4.9" is added after "Chapter 4.4" and "and Section 67" is added after "Section 61".
- V. Article 9 Paragraph 6: "a train path" is replaced twice with "the allocated capacity"; "or the network manager will withdraw" is added to "the railway undertaking will surrender"; "notice period" is changed to "period"
- VI. Article 9 Paragraph 7 c is added: "or after receipt of the Minister's decision to withdraw the documents referred to in Article 7 Paragraph 2 or if a valid proof of insurance within the meaning of Section 55 Railways Act cannot be provided by the railway undertaking. The network manager shall only withdraw or modify allocated capacity after notifying the titleholder that and on what grounds withdrawal or change occurs".
- VII. Article 11 Paragraph 6: "environmental protection act" is replaced with "general environmental law provisions"
- VIII. Article 16 Paragraph 4: "contract year" is replaced with "timetable year".
- IX. Article 17 Paragraph 6: "by the network manager" is removed.
- X. Article 23 Paragraph 4: the last sentence becomes a new Paragraph 5. The "6 months" is changed to "2 months"
- XI. Article 23 Paragraph 5: is replaced with the new Paragraph 5.
- XII. Article 23 Paragraph 7: "this" is added in front of article; "23 of these General Terms & Conditions" is scrapped.
- XIII. Article 25 Paragraph 2: the following is added after "paragraph 2": "or after receipt of the Minister's decision to withdraw the documents referred to in Article 7 Paragraph 2 or if a valid proof of insurance within the meaning of Section 55 Railways Act cannot be provided by the railway undertaking. The network manager shall only withdraw or modify allocated capacity after notifying the titleholder that and on what grounds withdrawal or change occurs".

2 Operational Conditions

The changes below are made to Appendix 6 "Operational Conditions":

- I. The text "version 1 September 2017" is replaced with "version 1 September 2018".
- II. See point 4 II.

3 Change to text GSM-R Voice

- I. In Chapter 3.3.3.3, "Rail Safety" is added behind "GSM-R Voice".
Also, a new sentence is added to the last sentence of this paragraph: "GSM-R is also suitable for other rail-related voice and data communication (see GSM-R other rail-related voice and data service in Chapter 5.5.1.2)."
- II. In Chapter 5.2.1. "Rail safety" is added behind "GSM-R Voice".

- III. In Chapter 5.5.1, "and the GSM-R Voice system (see Chapter 5.2.1 and Section 4 in Appendix 24) are offered." is replaced with: "and the GSM-R GSM-R other rail-related voice and data service" is offered. The sentence "Multiple applications may be possible within the GSM-R network alongside GSM-R Voice and GSM-R Walkie-Talkies." is replaced with "For the possible applications of these ancillary services, contact Informatiediensten@prorail.nl"
- IV. In Chapter 5.5.1.1, "on request" in the category "Delivery time" is replaced with "3 months maximum"
- V. A Chapter 5.5.1.2 is added:

5.5.1.2 GSM-R other rail-related voice and data

Service	GSM-R other rail-related voice and data
Description	For a description of the GSM-R radio communication system, see Section 4 of Appendix 24. Operational voice communication (point-to-point via handhelds / walkie-talkies in railway yards or tunnels), data communication (SMS, circuit switched or packet switched for telemetry applications).
Facility	Supply of SIM cards for handhelds / walkie-talkies / data modems including network configuration.
Service provider	ProRail <input type="checkbox"/> request via the Logistics Portal of ProRail
Delivery time	3 months maximum
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).

- VI. In Appendix 2, the following is added to the last sentence behind GSM-R: "but also for other rail-related voice and data communication needs."
- VII. In Appendix 24 Section 4, "GSMR-Voice" is changed to "GSM-R Voice Rail Safety".

4 Axle loads passenger trains

- I. In Chapter 3.3.2.2: the second bullet "Passenger transport" is replaced with:
On large parts of the network, see Section 2 of Appendix 13, an axle load deviating from loading class C2 can be agreed for passenger rolling stock under specific conditions. The specific conditions are agreed in the Access Agreement and may differ per route section and type and use of rolling stock.
In any case, the conditions apply that the deviating axle load will never exceeds 22.5 tons and that the maximum speed is the route section speed, with a maximum of 140 km/h.
The Access Agreement also stipulates that ProRail may unilaterally terminate the permitted deviating axle load at any time if the agreements under which the deviation is permitted are not complied with or if it appears that the deviating axle load results in damage to the infrastructure.
- II. The loading class "D5" is added to Appendix 6 Operational Conditions, Section 1.2 Exceptional Transport. The text "UIC Leaflet 700 (EN 15528)" is replaced with "NEN-EN15528". In the last sentence: "Appendix 13" is changed to "Appendix 13-1" and "and in the GVS00094" is added.
- III. In Appendix 13-2: the map is replaced with the map from Appendix 1 to this supplement.

5 Train length

In Chapter 3.3.2.4, first bullet, the following is added behind "trainsets": "or the Velaro Eurostar E320/Class374."

6 Train detection systems

The following changes are made to Chapter 3.3.3.5:

- I. A new second bullet is added:
"Which train detection systems are in use on which route section is stated in Appendix 15. Information on existing detection systems on specific tracks at railway yards and stations is not visible in Appendix 15. For this, see Chapter 3.3.3.6."
- II. The second bullet (old) becomes the third bullet and is supplemented with: "Whether there is sufficient compatibility is determined on a case-by-case basis by the Minister of Infrastructure and Water Management (represented by ILT) and laid down in the service licence of the specific railway."
- III. The third bullet (old) becomes the fourth bullet and the second and third sentences are replaced with: These requirements are described for each detection system in Section 17 Railway Vehicles Service Regulations with reference to Appendices 4, 5 and 6. For non-TSI-compliant vehicles, the requirements under 1.4 of Appendix 3 also apply.
- IV. A fifth and sixth bullets are then added:
 - "In case of combination of GRS track circuits with additional detection means (axle counters, PSSSL, pedals, mass detection loops) it is possible to run railway vehicles that do not meet the requirements with regard to detection quality (RIS Appendix 5)."
 - "Route sections with only GRS and Tone Frequency track circuits are not necessarily suitable for modern electric passenger train sets running in monoculture¹. This is indicated in the restrictions of railway vehicle service licence, with reference to the Technical file for authorisation. Appendix 15 indicates which route sections are suitable for these electric passenger trains, regardless of whether a monoculture occurs."
- V. Appendix 15 is supplemented with the following text and table:
"Table of route sections suitable for electric passenger trains, irrespective of whether a monoculture occurs".

Route section
Zwolle – Kampen
Zwolle – Emmen
Zwolle – Wierden
Wierden – Almelo
Almelo – Hengelo
Hengelo – Oldenzaal grens ²
Hengelo - Enschede

¹ A monoculture occurs if fewer than 2 railway vehicles with irreproachable detection quality run per hour at track level: VIRM/VIRMM, ICMm, DDZ, Elok with carriages.

Combinations with other types of train sets and freight trains generally do not provide sufficient guarantee that the detection quality is maintained in deteriorating conditions, such as during the autumn with leaves falling on the tracks.

² expected situation on 1 January 2020

Arnhem - Nijmegen
Duiven - Zevenaar
Gouda - Alphen
Dordrecht - Geldermalsen
Maastricht - Kerkrade

7 Reasonable period of time

The text "within a reasonable period of time" in Paragraph 5 of Chapter 4.4.1.3.1 is replaced with "3 hours".

8 Timetabling process Enschede-Gronau route section

In Chapter 4.4.1.2.4, a footnote with the following text is added behind "Donna BD (train paths and stabling capacity at railway yards)": "with the exception of the Enschede-Gronau route section. The timetable process on this route section is recorded in writing and communicated to the applicants involved."

9 Publication date of work for timetable process

In Chapter 4.3.1 Table 4.1, a new row "i" is added under "Determining the capacity allocation":
 "i. determining the capacity allocation for incidental possessions 09/08/2018"
 The old "i" is renumbered as "j".

10 Tariffs for use of response organisation

Further to your response and internal consultations, ProRail is considering reviewing the tariffs applicable to you. You will be informed about this as soon as possible.

11 Indexation of tariffs

- I. In Chapter 6.3.1.1.1 "Combined Network", Table 6.1 replaced with the table below.

Weight category of the train	Tariff (per train kilometre)
up to 120 tons	€ 0.8717
from 121 to 160 tons	€ 1.0908
from 161 to 320 tons	€ 1.3816
from 321 to 600 tons	€ 1.9304
from 601 to 1,600 tons	€ 3.0915
from 1,601 to 3,000 tons	€ 3.7224
from 3,001 tons	€ 4.0379

- II. In Chapter 6.3.1.1.2 "Betuweroute",
- Table 6.3 is renumbered as Table 6.6 and replaced with the following table:

Tariff for the use of train paths on the Betuweroute

Weight category of the train	Tariff (per train kilometre)	
	Havenspoorlijn	A15 route section
up to 160 tons	€ 1.45	€ 2.90
from 161 to 3,000 tons	€ 2.90	€ 2.90
from 3,000 tons	€ 3.13	€ 3.13

- III. In Chapter 6.3.1.2.1 "Combined Network", Table 6.4 is renumbered as 6.7 and the tariff in the column:
- "CCA" is twice replaced with € 68.28;
 - "LCA" is twice replaced with € 50.47.
- IV. In Chapter 6.3.1.2.2 "Betuweroute", Table 6.5 is renumbered as 6.8 and is replaced with the table below.

Time period in minutes	Tariff (per train and per minute)		
	Location category A: Maasvlakte West, Waalhaven Zuid	Location category B: Maasvlakte West-west, Maasvlakte Oost, Europoort, Botlek, Pernis	Location category C: Other locations Havenspoorlijn, Kijfhoek and CUP Valburg
0-120	€ 0.000	€ 0.000	€ 0.000
121-240	€ 0.000	€ 0.000	€ 0.000
241-480	€ 0.023	€ 0.015	€ 0.008
481-960	€ 0.046	€ 0.031	€ 0.015
961-1440	€ 0.070	€ 0.046	€ 0.023
Over 1440	€ 0.093	€ 0.062	€ 0.031

- V. In Chapter 6.3.1.3 "Transfer", Table 6.6 replaced with the table below.

Station category	Charge (per stop)		
	Train stop code		
	A	B	C
stop	€ 0.68	€ 0.93	€ 1.16
basic	€ 1.50	€ 2.05	€ 2.56
plus	€ 2.33	€ 3.19	€ 3.99
mega	€ 3.43	€ 4.70	€ 5.87
cathedral	€ 6.69	€ 9.16	€ 11.45

- VI. In Chapter 6.3.1.4 "Tractive power supply", Table 6.7 is renumbered as 6.10 and the tariff is replaced with € 0.028779.
- VII. In Appendix 27 "Performance scheme", Option B in Section 2.1 "Run train paths", the tariff is replaced with € 37.64.
- VIII. In Appendix 27, Section 3.2, the table is replaced with the table below.

Table	Weight category of the train	Bonus or malus	Amount (per train kilometre)
1	0 - 120 tons	malus	€ 1.8702
2	121 - 160 tons	malus	€ 1.6511

3	161 - 320 tons	malus	€ 1.3603
4	321 - 600 tons	malus	€ 0.9728
5	601 - 1,600 tons	bonus	€ 0.1883
6	1,601 - 3,000 tons	bonus	€ 0.8192
7	> 3,000 tons part Combined Network and part Betuweroute	bonus	€ 1.1347
8	> 3,000 tons exclusively Combined Network	bonus	€ 0.8121

IX. In Chapter 6.3 "Tariffs", the text:

Charges are based on price level 2018, unless stated otherwise. Indexation of the charges to price level 2019 will take place 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).

is replaced with:

The tariffs are, unless stated otherwise, indexed to price level 2019 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).

12 Bleiswijk-Zoetermeer changed to Lansingerland-Zoetermeer

In Section 1 of Appendix 10 "Infrastructure and study projects", the text "Bleiswijk-Zoetermeer" is replaced with "Lansingerland-Zoetermeer".

13 BTD planner

- I. In Appendix 24, Table 7 "Description of the applications RADAR and Btd-planner" is replaced with the table:

Service	Btd-planner
Description	In the Btd planner application, the coordination with the parties (contractors/railway undertakings/ProRail) takes place with regard to both incidental possessions and volume possessions (weekly possessions) in the context of the application and allegation process. The BTD planner also provides all relevant information on the status of both weekly and incidental withdrawals.
Facility	Access to the Btd planner application via an external ProRail account.
Service provider	ProRail – request via the Logistics Portal of ProRail
Delivery time	2 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).

- II. Throughout the Network Statement 2019, "RADAR" is replaced with Btd-planner.
- III. In Chapter 5.5.2, PION is removed. Also in 5.5.2.2, the table with information about PION is removed.
- IV. An extra application is added: "Btd planner reports".

Service	Btd planner report
Description	The Btd planner report application enables users to obtain general overviews for both incidental possessions and volume possessions (weekly possessions). The reports are an extract of the information from the Btd planner system, in which the coordination between parties takes place regarding possessions.

Facility	Access to the Btd planner application via an external ProRail account.
Service provider	ProRail - request via the Logistics Portal of ProRail
Delivery time	2 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).

14 W-LIS

- I. In Appendix 24, the application OVGS and table number 13 are scrapped. The following tables are renumbered.
- II. In the description of the W-LIS application in table number 13, the text in the "Function" category is replaced with:
 "The OVGS application is integrated in W-LIS. The method of supplying vehicle discharge cards has also been adapted; from now on, train composition data will be supplied via a Train Composition Message (TCM). The provision of train composition data is mandatory under the TAF TSI. W-LIS presently enables both the registration of train composition data and the position and load of individual freight wagons at railway yards, including connected main siding lines that form part of the main railway infrastructure. The railway undertaking is obliged by law to provide ProRail with data on dangerous goods. ProRail shares this information with emergency services in case of an incident."

 The last sentence of the "Terms of delivery" category is removed.
- III. Throughout the Network Statement 2019, "OVGS" is replaced with "W-LIS and "vehicle discharge card" or "vehicle discharge cards" with "train composition data".

15 Load specifications manual

See logistics portal for the final version

16 Exception rule private passenger transport

The following paragraph is added to Chapter 6.3.1.3: "Owing to the absence of a usable record of stops along the platform for private passenger transport in ProRail's planning systems, the transfer service is settled at a fixed rate based on one stop by train according to train stop code C and station class Basic."

17 Standard tables with interval or intersection times

In Appendix 23, Section 3.2, the table below is added to Table 1 Interval time in minutes

		Set of wagons 2	
		A	D
Train 1	passage (P)	2	1
	short stop (S)	3	2
	departure (D)	3	2

Table 3 Intersection time in the opposite direction in minutes for all combinations of trains and/or sets of wagons per activity, the first block of the table is replaced with:

		Train 2			
		A	P	S	D
Train 1	arrival (A)	3	2	1	1*
	passage (P)	4	3	4	1
	short stop (S)	6	5	6	1
	departure (D)	6	5	6	2

* Intersection time in the opposite direction at intersection stations on singletrack sections for regional passenger transport. Departure after arrival and departure of the short stop may in 0 minutes.

Table 4 Interval time in minutes for all combinations of trains and/or sets of wagons per activity is replaced with:

		Train 2			
		A	P	S	D
Train 1	arrival (A)	3	5	5	1*
	passage (P)	3	3	3	4
	short stop (S)	4	4	4	5
	departure (D)	4	4	4	2

		Set of wagons 2	
		A	D
Train 1	arrival (A)	2	1*
	passage (P)	2	1
	short stop (S)	2	1
	departure (D)	2	1

		Train 2			
		A	P	S	D
Set of wagons 1	arrival (A)	3	5	5	1*
	departure (D)	4	4	4	2

		Set of wagons 2	
		A	D
Set of wagons 1	arrival (A)	2	1*
	departure (D)	2	2

* if it concerns a train number transfer

18 Decommissioned railways

- i. Chapter 3.2.1: the text under the header "*Decommissioned route sections and tracks*" is replaced with the following paragraph:

"Decommissioned railways

ProRail manages a number of decommissioned railways (see Appendix 11). These railways are railways within the meaning of Section 2 Paragraph 3 of the Special Railways Decree, which means that rail traffic is not possible over these decommissioned railways. Any reactivation of decommissioned railways shall be announced by means of a supplement to the Network Statement and, in that case, the railway traffic over a reactivated railway shall be subject to inclusion of that railway in the Railways Allocation Decree."

- II. In Appendix 11, paragraph 1, the text is added:
"In a letter dated 11 January 2018 (reference IENM/BSK-2017/303696), the Minister of Infrastructure and Water Management informed ProRail that it was unlikely that these two railways would be reactivated and that ProRail could proceed with the sale of these special railways."

19 Compensation charge

In Appendix 28 "Compensation scheme for timetable changes", the table under 2 is expanded with the following route sections and compensation amounts:

Kijfhoek - Meteren Aansluiting	€ 330
Meteren Aansluiting - Zevenaar Oost	€ 330
Roermond - Venlo	€ 990

ProRail B.V.
Utrecht, 4 October 2018

Appendix 1

