

Supplement 1 to the Network Statement 2020

ProRail has adopted the following supplements and/or changes to the Network Statement 2020 Combined Network, in accordance with the provisions of Chapter 1.6 of this Network Statement.

1 Pilot TTR

In Chapter 4.2.4 'TTR pilot project', the text and link of "the [website of ProRail](#)" is replaced with "the [Logistics Portal of ProRail](#) the document 'Memo TvV pilot TTR in 2020 Timetable' with".

2 Capacity allocation stabling and shunting facilities

Chapter 4.9 lapses and is replaced with:

4.9 Capacity allocation stabling and shunting facilities

Titleholders can request access to stabling and shunting facilities. The stabling and shunting facilities offered by ProRail are listed in Chapter 5.3. This chapter discusses access to and use of stabling and shunting facilities on the main railway network.¹

The starting points and procedure for obtaining access to stabling and shunting facilities for the 2020 Timetable are explained in more detail below.

4.9.1 Starting points

- a. Stabling is the temporary parking of rolling stock between an incoming train path and an outgoing train path, where both train paths have a different train number. The service concerns the use of the holding siding, including the existing service facilities. This service is described in more detail in Chapter 5.3.1.4.
- b. Shunting can also be carried out on a railway yard for the purpose of division and/or composition of trains and manoeuvring to another track, for example for cleaning, repairing and refuelling. The service facility concerns the tracks on which these activities can be carried out. Train movements between a platform track and a stabling or exchange track, arrivals or departures on and passage through a railway yard to an rear terminal, etc., are part of the train path service (category 1).
- c. ProRail uses the Tracks Database to publish the classification of the tracks, including any preferential use, by 1 March 2019 at the latest. During the processing of access requests, ProRail can change the preferred use in order to ensure optimum use of the facility. Other tracks (platform or reversing tracks) may also be designated for stabling and/or shunting.
- d. Tracks are reserved in the Tracks Database for the stabling of rolling stock for carrying out management works (Chapter 4.5). These tracks are referred to as 'infrastructure tracks'.
- e. Access requests to shunting and stabling facilities are made via a volume infrastructure entry (VII) in Donna or an application form made available by ProRail in the form of a request for access to a track for a specified period of time. The maximum duration is one timetable period. In this case, from 15 December 2019 to 12 December 2020.
- f. If the physical capacity on a railway yard exceeds the environmental capacity, the environmental capacity takes precedence and coordination takes place on this basis.
- g. A distinction is made between freight yards and other railway yards (passengers/mixed) for the handling of access requests for the entire timetable:
 - For the freight yards (see Table 4.6), the processing of requests will start on 2 September 2019. Applicants must submit their request by 30 August 2019 at the latest.
 - For all other railway yards, the schedule of the timetable for train paths is used. Applicants must submit their request by 8 April 2019 at the latest.
- h. The withdrawal times for the management works listed in Chapter 4.5 exclude access, whereby the procedures described in Chapter 4.5 are used.

¹ These are the service facilities listed in Annex II of Directive 2012/34/EU under category 2, points 2c and 2d.

- i. On the Venlo railway yard, restrictions apply for the scheduled stabling and scheduled handling time of freight trains, see Section 2.1.4 of Appendix 6.

Tabel 4.6 List of freight yards

Acht	Deventer Goederenempl.	Oss Elzenburg
Amsterdam Houtrakpolder	Europoort	Pernis
Amsterdam Westhaven	IJselmonde	Sas van Gent
Almelo Bedrijvenpark	Kijfhoek	Sloehaven I t/m III
Axel aansluiting	Maasvlakte	Terneuzen
Beverwijk	Maasvlakte West	Terneuzen Zuid
Blerick, including ECT	Maasvlakte West West	Tilburg Industrieterrein
Born	Maastricht Beatrixhaven	Veendam
Botlek	Moerdijk	Waalhaven Zuid
Delfzijl Oosterhoorn	Oosterhout West stad	

4.9.2 Procedure for access requests for the timetable

The procedure for access requests for the timetable includes the following steps:

Step 1: Assessment of access requests for stabling and shunting facilities

ProRail will assess whether the request is complete within 5 working days of receipt of an access request. If the request is incomplete, the applicant will be given the opportunity to complete the request. This is possible up to a maximum of 5 working days after the notification of the incompleteness.

Step 2: Integration of all access requests

All access requests are assessed by ProRail in their entirety and compared with the available capacity. If there are no competing requests, the requests will be granted. In the case of competing requests, there is an access conflict and the coordination procedure (step 3) is started.

Step 3: Coordination procedure

A coordination file shall be drawn up, containing:

- A description of the access conflict (competition).
- All applicants (to ensure full and non-discriminatory handling. This will take into account the comparability of the request and the service provision).
- Information on the railway yard and service facilities.

In consultation with all applicants, ProRail will try to reconcile all requests as far as possible. In doing so, ProRail examines whether pragmatic solutions are possible in order to make maximum use of the available capacity.

- If all parties involved agree, the solution is recorded, the requests are allocated in accordance with the solution and the file is closed.
- If not, step 4 follows.

Step 4: Study of viable alternatives

In the event that the coordination procedure (step 3) has not led to a resolution of the conflict, ProRail and the applicants concerned will jointly look for an alternative service facility that can meet the needs of the applicants (hereinafter: viable alternative). The initiative for the study of viable alternatives lies with ProRail. The parties involved are, however, explicitly invited to submit alternatives.

When proposing possible alternatives, ProRail will, as far as possible, take into account at least the operational characteristics of the alternative service facility; the substitutability of the physical and technical characteristics of the alternative service facility; the clear consequences for the attractiveness and competitive position of the rail transport service scheduled by the applicant and the estimated extra costs for the applicant.

The applicant may decide whether one of the viable alternatives proposed by ProRail is acceptable. If an applicant rejects an alternative, this decision must be substantiated.

- If all the applicants involved agree with a proposed alternative, this decision will be recorded, the applications will be allocated in accordance with the viable alternative and the file will be closed.
- If no agreement is reached, step 5 follows.

Step 5: Dispute resolution and priority criteria for allocation

ProRail will resolve a conflict if:

- The study into viable alternatives has not yielded any results.
- The applicants do not agree on the viability of the alternatives studied. ProRail will hereby indicate which alternatives it considers viable because, in ProRail's opinion, the substantiation provided in step 4 was not (sufficiently) provided.

If there are no viable alternatives for the applicants, ProRail will allocate requests according to the following priority criteria:

- 1 The stabling of rolling stock for operational use in a scheduled transport service takes precedence over rolling stock for non-operational use (e.g. strategic reserves, new rolling stock, rolling stock intended for demolition or training purposes, etc.).
- 2 Train-related stabling and handling takes precedence over non-train related stabling and handling.
- 3 For passenger trains, the number of loaded starting (first) passenger trains shall be allocated in relation to the number of wagons (taking into account the length of the wagons).
- 4 For passenger trains, requests for short stabling (shorter than 1 hour) take precedence over requests for longer stabling (longer than 1 hour).
- 5 The allocation takes into account the relationship between train length and track length. The longest tracks shall be allocated to the transport operator using the longest trains in a scheduled transport service.
- 6 The allocation takes into account the optimisation of the shunting process and the minimisation of shunting movements.
- 7 An existing contract (within the timetable period) takes precedence over no contract.
- 8 In the context of optimal capacity utilisation, account is taken of any under-utilisation of (part of) the fully allocated capacity in the past (including the reasons for this).

Step 6: Allocation to titleholders

For freight yards, the allocation shall take place by 8 October 2019 at the latest. For all other railway yards, the allocation shall take place by 19 August 2019 at the latest. If an access request is refused, ProRail will state the reasons for the refusal and record the decision.

4.9.3 Procedure for ad hoc access requests

In the case of ad hoc access requests during the 2020 Timetable:

- Access requests can be made via a volume infrastructure entry (VII) in Donna or a message to oss@prorail.nl.
- An ad hoc request shall be handled within 20 working days. No reconciliation will take place in case of conflicting requests (principle of first-come, first served).

3 Emergency repairs to railway vehicles

In Appendix 6 'Operational Conditions':

- I. the text "version 1 December 2018" is replaced with "version 1 March 2019".
- II. the text of Section 3.4 'Emergency repair of railway vehicles on the main railway infrastructure' is replaced with:

A safe run check to be carried out by the railway undertaking before the departure of a train may uncover defects. These defects may give grounds for emergency on-site repairs. This concerns repair measures to prevent unsafe situations on the railways in connection with the ascertained train defects.

- 1 The railway undertakings shall hereby comply with the conditions below.

- 2 The emergency repairs shall be reported in accordance with the 'procedure for emergency repairs to railway vehicles on the main railway network' (see [Logistics Portal of ProRail](#)).
- 3 The emergency repairs shall be instructed by the railway undertaking and carried out by a company with a valid ILT certificate.
- 4 The instructing railway undertaking has end responsibility for the emergency repairs.
- 5 Emergency repairs shall be carried out within the limits of the environmental permits in force. The permitted repairs per type of track (process or repair track) are available on the [Logistics Portal of ProRail](#).
- 6 The railway undertaking shall limit as much as possible the inconvenience in the regular process (setting up, shunting, traffic and rail infrastructure maintenance) during the emergency repairs.
- 7 The railway undertaking is responsible for the registration of the relevant wagons in W-LIS.
- 8 The railway undertaking is responsible for shunting their wagons to and from the designated track.

4 Boxtel – Veghel

In Appendix 11 'Information on secondary railways', the text "Boxtel – Veghel" is deleted after the heading 'Railways falling under the Special Railways Decree' and the following changes are made to the sentence that follows: "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 last ~~two~~ railways would be reactivated and that ProRail could proceed with the sale of these special railways."

5 Passenger train axle loads

In Appendix 13 'Axle loads and load per unit of length', the map in Section 2 'Passenger transport' is replaced with the map in the appendix to this supplement.

ProRail B.V.
Utrecht, 12 April 2019

Appendix

