

Supplement 2 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 Train length for freight trains on border route sections

- I. The following is added to bullet 3 of Chapter 3.3.2.5, Train length: "based on the length restrictions in Germany:". Also the last sentence of this chapter is replaced with: "International freight trains to and from Germany which do not use the pre-arranged paths on the freight corridors and which are longer than the above limit values (with a maximum of 740m) can only be used with the consent of DB Netz. ProRail is responsible for the coordination with DB Netz. For more information on this process, see Chapters 4.4.1.2 and 4.4.1.3.1."
- II. In Chapter 4.4.1.2.1, under the heading 'International requests', the following paragraph is added after the fourth paragraph: "International capacity requests outside the pre-arranged corridor paths with a length longer than the limits set out in Chapter 3.3.2.5 (with a maximum of 740m) are coordinated by ProRail with DB Netz."
- III. It is added to Chapter 4.4.1.2.2 second paragraph that the coordination during the programming and coordination phase with the other infrastructure managers in Europe "takes place inter alia during the RNE Technical Meeting". Also, the 'Customer Handbook for International Timetabling' is changed to the 'RNE Process Handbook for International Path Allocation for Infrastructure Managers'. Finally, the following is added in front of the last sentence of this paragraph: "If a request (in terms of time slot and/or tonnage and/or length) cannot be met, the infrastructure managers concerned shall make every effort to offer an alternative that is as close as possible to the original request. ProRail shall inform the applicant of this alternative as soon as reasonably possible. International capacity requests outside the pre-arranged corridor paths with a length longer than the limit values set out in Chapter 3.3.2.5 (with a maximum of 740m) are coordinated by ProRail with DB Netz."
- IV. In Chapter 4.4.1.3.1 under the heading 'Distribution process', the word "domestic" is placed in front of requests in the first line of the third paragraph. The following paragraph is also added under this heading: "For international requests in the ad hoc phase, ProRail coordinates the request together with the infrastructure managers concerned in accordance with the RNE document 'RNE Process Handbook for International Path Allocation for Infrastructure Managers'. "If a request (in terms of time slot and/or tonnage and/or length) cannot be met, the infrastructure managers concerned shall make every effort to offer an alternative that is as close as possible to the original request. Requests for international freight trains outside the pre-arranged paths with a length longer than the limit values set out in Chapter 3.3.2.5 (with a maximum of 740m) are coordinated by ProRail with DB Netz. Also in case of international capacity requests in the ad hoc phase, the applicant shall receive a response within 5 working days."
- V. The changes below are made to Appendix 22 'Standard freight paths'.
 - The text of point 6 is replaced with: "The internationally determined maximum train length including locomotive is 740m for freight trains. This train length can be limited in the Netherlands by the possibilities of the infrastructure. The length of the standard paths is based on the length of the departure and arrival tracks, as well as on the length of the usual overtaking locations for freight traffic, both for the planned timetable and for the possibilities for adjustment in disrupted situations. For international train paths, restrictions abroad may affect the permitted length. See further Chapter 3.3.2.5."

- The length of the route sections described in the bottom two rows of the table '(Partly) non-electrified route sections' (Veendam aansluiting – Onnen en Onnen – Veendam aansluiting) is adjusted to 740m.
- The table 'Border route section agreements' is removed.
- The length of route section Amsterdam Westhaven / Houtrakpolder – Eindhoven – Kaldenkirchen described in the table 'Coal and ore paths' is adjusted to 614m.

ProRail B.V.
Utrecht, 8 October 2018