

Supplement 2 to the Network Statement 2018

ProRail has adopted the following supplements and/or changes to the Network Statement 2018 Combined Network, in accordance with the provisions of Chapter 1.6 of this Network Statement.

1 Performance scheme transport efficiency

In Appendix 26 'Performance schemes':

- I. in Section 3 'Schemes for the freight transport market segment', the summary is supplemented with:
 2. Transport efficiency
- II. and the following is added to Section 3.1:

3.2 Transport efficiency

Objective

The objective of this performance scheme is to improve the performance of the railway network. More specifically, this scheme aims to have fewer freight trains make use of the railway network by applying a malus to light (short) trains and a bonus too long (heavy) trains, thereby stimulating the combination of load into a single heavy train.

The purpose is to make freight trains heavier while remaining within the characteristics of the infrastructure so that the same tonnage can be run with fewer freight trains, thereby improving the performance of the railway network.

Points of departure

- The bonus - malus applies exclusively to kilometres run on the Combined Network, thus not to kilometres run on the Betuweroute.
- The scheme is aimed at improving transport efficiency within the freight transport market segment.
- Owing to the nature of their business, railway undertakings have scope within the available weight bandwidths to form heavy trains and minimise the costs of the user charge per transported ton.
- The transport efficiency scheme must be budget neutral for ProRail as regards the total forecast income from user charges in relation to the forecast kilometres per weight category.
- In case of significant undesired effects during the term of the scheme in 2018, the parties will consult with one another on adjusting the scheme in accordance with the set points of departure.
- Freight trains heavier than 3000 tons fall under a separate category in terms of stimulating the use of the Betuweroute. Within this category, an extra bonus is given for trains heavier than 3000 tons on the Combined Network from or to the Betuweroute.

Bonus - malus

For trains that according to their running characteristics qualify as freight trains and the related traffic of light locomotives

- a. the railway undertaking will receive a bonus for trains heavier than 601 tons and
 - b. the railway undertaking will pay a malus for trains with a weight up to 600 tons
- per train kilometre run on the Combined Network according to the table below.

| Table | Weight category of the train | Bonus or malus | Amount (per train kilometre) |
|-------|------------------------------|----------------|------------------------------|
| 1 | 0 - 120 tons | malus | € 1.8208 |
| 2 | 121 - 160 tons | malus | € 1.6062 |

| | | | |
|---|---|-------|----------|
| 3 | 161 - 320 tons | malus | € 1.3214 |
| 4 | 321 - 600 tons | malus | € 0.9412 |
| 5 | 601 - 1,600 tons | bonus | € 0.1959 |
| 6 | 1,601 - 3,000 tons | bonus | € 0.8137 |
| 7 | > 3,000 tons part Combined Network and part Betuweroute | bonus | € 1.1227 |
| 8 | > 3,000 tons exclusively Combined Network | bonus | € 0.8080 |

Table 7 applies to freight trains heavier than 3000 tons on the Combined Network that during their run make part use of the Betuweroute between Kijfhoek and Zevenaar.

Table 8 applies to freight trains heavier than 3000 tons that exclusively use the Combined Network.

2 Charges

- 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 | € 0.8537 |
| from 121 to 160 tons | € 1.0682 |
| from 161 to 320 tons | € 1.3531 |
| from 321 to 600 tons | € 1.8906 |
| from 601 to 1,600 tons | € 3.0277 |
| from 1,601 to 3,000 tons | € 3.6455 |
| from 3,001 tons | € 3.9545 |

- II. In Chapter 6.3.1.1.2 'Betuweroute':
- the text "or light locomotive" lapses;
 - Table 6.3 is replaced with the table below.

Table 6.3 Basic charge 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 | € 1.42 | € 2.83 |
| from 161 to 3,000 tons | € 2.83 | € 2.83 |
| from 3,000 tons | € 3.06 | € 3.06 |

- III. In Chapter 6.3.1.2.1 'Combined Network', Table 6.4, the charge in column:
- 'CCA' is twice replaced with € 62.11;
 - 'LCA' is twice replaced with € 51.12;

- IV. In Chapter 6.3.1.2.2 'Betuweroute', Table 6.5 replaced with the table below.

| Time period in minutes | Charge (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 | € 0.045 | € 0.030 | € 0.015 |
| 961-1440 | € 0.068 | € 0.045 | € 0.023 |
| Over 1440 | € 0.091 | € 0.061 | € 0.030 |

- 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 | € 0.64 | € 0.88 | € 1.10 |
| basic | € 1.59 | € 2.18 | € 2.72 |
| plus | € 2.45 | € 3.36 | € 4.20 |
| mega | € 3.11 | € 4.26 | € 5.33 |
| cathedral | € 7.51 | € 10.29 | € 12.87 |

- VI. In Chapter 6.3.1.4 'Tractive power supply', the charge in Table 6.7 is replaced with € 0.027342.
- VII. In Appendix 26 'Performance scheme', the charge under Option B in Section 2.1 'Run train paths' is replaced with € 36.86.
- VIII. In Chapter 6.3 'Charges', the text:
Charges are based on price level 2017, unless stated otherwise. Indexation of the charges to price level 2018 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), Appendix 2.
is replaced with:
Charges are, unless stated otherwise, indexed to price level 2018 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), Appendix 6.

3 Standard path

In Chapter 4.4.1.2.1 'Submitting requests', the sentence

This request will then not be qualified as standard freight transport as referred to in Section 1 Railway Capacity Allocation Decree.

is replaced with:

ProRail will treat trains with specifications other than the specifications provided in the description of the standard path, but which can run within the time periods set for the relevant path, as standard freight transport in the sense of the Railway Capacity Allocation Decree.

ProRail B.V.
Utrecht, 8 May 2017