

Supplement 2 to the Network Statement 2020

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

1 Indexation of tariffs

- I. In Chapter 6.3, the text of the second paragraph (Indexation ... Netherlands Bureau for Economic Policy Analysis) is removed and replaced with:

The tariffs are indexed to the 2020 price level, unless otherwise indicated, in accordance with the price development of the national consumer price index (CPI), as included in the Central Economic Plan of the Netherlands Bureau for Economic Policy Analysis.

- II. In Chapter 6.3.1.1 'Train path', Table 6.1 is replaced with the table below.

Weight category of the train	Tariff (per train kilometre)
up to 120 tons	€ 0.7872
from 121 to 160 tons	€ 0.9840
from 161 to 320 tons	€ 1.2516
from 321 to 600 tons	€ 1.7397
from 601 to 1,600 tons	€ 2.7945
from 1,601 to 3,000 tons	€ 3.3612
from 3,001 tons	€ 3.6446

- III. In Chapter 6.3.1.1 'Tractive power supply', Table 6.3 is replaced with the table below.

Tariff (per kilowatt hour)
€ 0.024137

- IV. In Chapter 6.3.1.1 'Transfer', Table 6.4 is replaced with the table below.

Station class	Tariff (per stop)		
	Train stop code		
	A	B	C
Stop	€ 0.56	€ 0.92	€ 1.14
Basic	€ 0.98	€ 1.62	€ 1.99
Plus	€ 1.58	€ 2.63	€ 3.22
Mega	€ 1.99	€ 3.30	€ 4.03
Cathedral	€ 4.92	€ 8.18	€ 10.01

- V. In Chapter 6.3.1.1 'Stabling', Table 6.5 is replaced with the table below.

Tariff per minute

€ 0.03612 + €0.00001020 x track length in metres

VI. In Chapter 6.3.5.1 'Energy Collection Application (ECA)', Table 6.6 is replaced with the table below.

Tariff (per kilowatt hour)
€ 0.000637

VII. In Chapter 6.3.6 'Extra levy', Table 6.7 is replaced with the table below.

Weight category of the train	Tariff (per train kilometre)		
	Passenger services in connection with a public service contract	Other passenger services	Freight services
up to 120 tons	€ 0.1606	€ 0.0860	€ 0.0911
from 121 to 160 tons	€ 0.2008	€ 0.1075	€ 0.1138
from 161 to 320 tons	€ 0.2554	€ 0.1367	€ 0.1448
from 321 to 600 tons	€ 0.3550	€ 0.1900	€ 0.2012
from 601 to 1,600 tons	€ 0.5702	€ 0.3052	€ 0.3233
from 1,601 to 3,000 tons	€ 0.6859	€ 0.3671	€ 0.3888
from 3,001 tons	€ 0.7437	€ 0.3980	€ 0.4216

VIII. In Appendix 27, Tables 1 and 2 are replaced with the tabled below.

Table 1

Charge for changed capacity per extra (rerouted) km in relation to the originally allocated km	Tariff (per train kilometre)
extra charge train path service (depending on weight)	€ *
extra locomotive costs	€ 2.57
extra energy costs	€ 1.93
extra driver costs	€ 0.99

* The amount of the charge depends on the weight as referred to in Table 6.1

Table 2

Compensation for cancelled capacity per km without alternative (km of the original route)	Tariff (per train kilometre)
Total	€ 5.65

The figures in the calculation example under Table 2 are adjusted accordingly, to 195.5 km x € 5.65 / km = € 1,105.27.

2 Charge for Kijfhoek shunting hump

I. The table and text below are inserted in Chapter 5.3.1.3.

Kijfhoek shunting hump		
1. General information		
1.1	Service	The use of the shunting hump at the Kijfhoek Railway yard. The shunting hump is a facility under Category 2(c) of Annex II to EU Directive 2012/34.
1.2	Supplier	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2	Description	This service concerns the use of the shunting hump at the Kijfhoek railway yard, including the shunting facilities present here, such as rail braking and the hump process control system. The use of the tracks at the Kijfhoek railway yard, equipped with walkways and lighting managed by ProRail and including any facilities available (e.g. brake hose boxes) are not part of the Kijfhoek shunting hump but of the stabling service. See Chapter 5.3.1.4.1 for more information.

For further information, see the list of rail-related services on the [website of ProRail](#).

II. In Chapter 6.2, the text of the paragraph 'Cost allocation and tariff calculation Category 2 services' is deleted and replaced by the following text:

"In allocating the costs for the Category 2 services offered, use of the Kijfhoek shunting hump, the transfer service and to calculate the charges for these services, ProRail uses the methods described in the documents 'Method for transfer allocation' dated 22/08/2018 and 'Method for allocation Kijfhoek shunting hump' dated 16/04/2019." These documents are available on the [website of ProRail](#).

III. In Chapter 6.3.2.2, the following text and table are inserted at the end of the chapter, with Tables 6.6 to 6.8 been renumbered to Tables 6.7 to 6.9:

Kijfhoek shunting hump

The tariff for the use of the Kijfhoek shunting hump as calculated on the basis of the 'Method for allocation Kijfhoek shunting hump' amounts to € 0.11051 per minute per track. The tariff is billed per minute. The period for which the tariff for the use of these shunting facilities is charged is equal to the period for which the tariff for the reservation of capacity for stabling is charged.

The tariff for using the Kijfhoek shunting hump is charged on the 43 tracks on the Kijfhoek railway yard that are equipped with shunting facilities for the hump process.

It is possible to return capacity, subject to a notice period of one month.

Transitional scheme

The tariff for the use of the Kijfhoek shunting hump is subject to a transitional scheme, whereby the full tariff will be charged step by step over a number of years. In 2020, 20% of the tariff per minute per track of € 0,11051 will be invoiced, being an amount of € 0.02210 per minute per track.

Table 6.6 Tariff for use of the Kijfhoek shunting hump (including transitional scheme)

Tariff per minute per track
€ 0.02210

- IV. The text of the last paragraph of Chapter 6.6.2.1 (ProRail will facilities.) lapses.
- V. In the document 'List of rail-related services associated with the Network Statement 2020' a new Chapter 1.5.1 is inserted with the title 'Kijfhoek shunting hump', with Chapters 1.5.1 to 1.5.8 being renumbered as Chapters 1.5.2 to 1.5.9. The following table is inserted in Chapter 1.5.1.

Kijfhoek shunting hump		
1. General information		
1.1	Service	The use of the shunting hump at the Kijfhoek Railway yard. The shunting hump is a facility under Category 2(c) of Annex II to EU Directive 2012/34.
1.2	Supplier	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2	Kijfhoek shunting hump	This service concerns the use of the shunting hump at the Kijfhoek railway yard, including the shunting facilities present here, such as rail braking and the hump process control system. The use of the tracks at the Kijfhoek railway yard, equipped with walkways and lighting managed by ProRail and including any facilities available (e.g. brake hose boxes) are not part of the Kijfhoek shunting hump but of the stabling service. See Chapter 5.3.1.4.1 for more information.
3. Description of the facilities		
3.1	Locations	The shunting hump is located on the Kijfhoek railway yard. Information about the available stabling yards and facilities is available in the form of maps. These maps are available via the Logistics Portal of ProRail
3.1.1	Opening times	Regular opening hours: Monday to Friday from 00:00-24:00 hours, Saturday 07:00-15:00 hours, Sunday 23:00-24:00 hours. Public holidays are considered as Sundays. If you want to use the hump at the times when the hump is closed, a written request must be submitted at the latest six weeks in advance (via email address oss@prorail.nl).
3.1.2	Technical characteristic	The Kijfhoek shunting yard is equipped with a shunting hump, rail braking and a hump process control system. Using the Kijfhoek shunting hump is only possible with locomotives that are fitted with equipment for communication with and control by the hump process control system. These locomotives are not part of the service facility provided by ProRail.
3.1.3	Planned changes	N/A
4. User costs		
4.1	Information regarding user charge	The tariff for using the Kijfhoek shunting hump is charged on the 43 tracks on the Kijfhoek railway yard that are equipped with shunting facilities for the hump process. For the tariff, see Chapter 6.3.2.2 of the Network Statement 2020. The use of the tracks located on the Kijfhoek railway yard is not included in this tariff for the shunting hump Kijfhoek. A separate tariff is charged for the use of tracks. See also Chapter 6.3.2.2 of the Network Statement 2020.
4.2	Informatie regarding discount on the user tariff	The tariff for the use of the Kijfhoek shunting hump is subject to a transitional scheme, whereby the full tariff will be charged step by step over a number of years. This transitional scheme applies only to the tariff for the use of the Kijfhoek shunting hump, not to the tariff for the use of the tracks that are located on the Kijfhoek railway yard. See also Chapter 6.3.2.2 of the Network Statement 2020.
5. User conditions		

Kijfhoek shunting hump		
5.1	Legal requirements	Customers of the service are railway undertakings that have a valid Access Agreement. The Kijfhoek shunting hump can only be used in combination with the shunting service (see Chapter 1.4 and Chapter 5.3.1.4.1 of the Network Statement 2020). The conditions that apply to the shunting service therefore also apply to the use of the Kijfhoek shunting hump.
5.2	Technical requirements for rolling stock	The service is restricted to use with normal traffic not being extraordinary traffic (see Section 1.2 of Appendix 6).
5.3	Self-supply of rail-related services	The Kijfhoek shunting hump is equipped with an automated hump control system. Traction vehicles used for shunting via this hump must be fitted with equipment for communication with and control by the hump process control system.
5.4	IT systems	See 5.3.
6 Capacity request		
6.1	Access request	The process for requesting access to and allocation of holding sidings is described in Chapter 4.9 of Network Statement 2020.

3 Use of brake shoes and stop blocks

In Appendix 6 'Operational Conditions':

- I. the text "version 1 March 2019" is replaced with "version 1 April 2019".
- II. Section 3.5.2, 'Use of brake shoes and stop blocks' (including the footnote) lapses and replaced with:

"It is not permitted to use steel brake shoes to prevent a stabled railway vehicle from rolling away. An exception to this is the use of a steel brake shoe that is attached to the railway vehicle. In order to prevent a railway vehicle from rolling away, use is made of the parking brake or handbrake present on the vehicle; alternatively, wooden or plastic stopping blocks may be used that do not pose a risk of derailment if they are run over. On the Kijfhoek railway yard, the use of double steel brake shoes is permitted for slowing down and stopping railway vehicles as part of the uphill process."

4 Procedure for exemption from language level (B1) for drivers on cross-border route sections

- I. In Chapter 2.4 'Operational Conditions' the following sentence is added under the heading 'Language':

"On the Enschede - Enschede Border route section, the working language is German, as defined in the document 'Supplementary agreement on local particularities for the Gronau - Enschede cross-border route section'.
- II. In Chapter 2.8 'Requirements with regard to business operations and personnel', the following text is added after the paragraph between blue triangles under the heading '*Regulations to be agreed upon*':

"For certain cross-border route sections an exemption can be granted with regard to the language level that needs to be spoken, provided that the 'Procedure for the exemption of language level (B1) for drivers on cross-border route sections' is followed. This procedure is available for consultation on the [Logistics Portal of ProRail](#)."

5. Station support services

- I. Chapters 5.5.6 'Temporary mobile screen (for up-to-date travel information)' and 5.5.7 'Volume adjustment PA system' lapse.
- II. Chapters 4.3.15 'Temporary mobile screen (for up-to-date travel information)' and 4.3.16 'Volume adjustment PA system' are deleted from the document 'List of rail-related services associated with the Network Statement 2020', which can be found on the [website of ProRail](#).

ProRail B.V.
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