

Supplement 3 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 Incident response costs

- I. In Chapter 6.3.1.1.1, the paragraph under the heading 'Costs of deployment of the response organisation' is deleted.
- II. At the end of Chapter 6.3.1.1 the following new chapter is added.

6.3.1.1.3 Costs for deployment of the Incident Response department

The costs for deployment of the Incident Response department are charged to the party that caused the deployment of the Incident Response department or to the party to whom the deployment can be attributed. The costs are only charged if the deployment is outside regular working hours (Monday to Friday from 09.00 to 17.00 hours) and during weekends and public holidays, with the exception of out-of-pocket costs, which are always charged. In this context, the costs for deployment of the Incident Response department are understood to mean:

- a. costs for deployment of the Incident Response department's own employees, see Table 6.4;
- b. costs for deployment of vehicles and resources of the Incident Response department, see Table 6.5;
- c. kilometre allowances for vehicles from the nearest department post to the location of the incident, see Table 6.6;
- d. out-of-pocket costs - external costs incurred by the Response department in the context of deployment, for example by hiring equipment and/or (facilities for) personnel.

Table 6.4 Costs of the deployment of own employees

Hourly rate per employee	Evening/night Monday to Friday from 17:00 to 09:00 hours	Weekend/Public holiday Friday 17:00 hours until Monday 9:00 hours and official public holidays
General leader	€ 94.03	€ 98.29
Team leader	€ 84.38	€ 88.63
Team member	€ 76.97	€ 81.22
Standby team	€ 128.14	€ 132.40

Table 6.5 Costs of deploying vehicles and resources

Incident type	Costs per incident
Use of vehicle for track clearance and use of resources	€ 474.12
Use of recovery vehicle (BV) and use of resources	€ 6,484.18
Use of dangerous goods vehicle (OGS) and use of resources	€ 1,559.11

Table 6.6 Costs per kilometre

Vehicle type	Costs per kilometre
Car	€ 0.45
Rapid intervention vehicle	€ 0.57
Recovery vehicle	€ 0.93
Truck and dangerous goods vehicle	€ 0.93

The [Logistics Portal of ProRail](#) provides an overview of the type of incident and the expected associated costs for the deployment of the Incident Response department.

- III. In Appendix 6 'Operational Conditions', paragraphs 6 and 7 lapse in Section 4.1.1 'General responsibilities and agreements with railway undertakings'.
- IV. In Appendix 6 'Operational Conditions' the text "version 1 September 2018" is replaced with "version 1 November 2018".

2 Passenger train axle loads

- I. In Chapter 3.3.2.2 'Weight limits', the text "(220 km/h for the HSL-Zuid)" is added behind "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."
- II. In Appendix 13 'Axle loads and load per unit of length', the map in Section 2 'Passenger transport' is replaced with the map below (smaller version shown).



3 Freight train axle loads

In Chapter 3.3.2.2 'Weight limits', the sentences:

"Large sections of the network, including all route sections forming part of the rail freight corridors, can accommodate Loading Class D4 subject to the conditions of Exceptional Transport (see Section 1.2 of Appendix 6 and Section 1 of Appendix 13). Insofar as use is made of regular routes, these conditions only concern compliance with local speed restrictions."

are replaced with:

"Large sections of the network, including all route sections forming part of the international freight corridors, a loading class higher than C2 is permitted subject to the conditions of exceptional transport (see Section 1.2 of Appendix 6 and Section 1 of Appendix 13). Insofar as use is made of regular routes, these conditions only concern compliance with general and local speed restrictions."

4 Capacity allocation in ad hoc phase by Traffic Control

- I. The title of Chapter 4.4.1.4.1 is changed to 'Requests for train paths through more than one traffic control area'.
- II. The title of Chapter 4.4.1.4.2 is changed to 'Requests for train movements within one traffic control area'.
- III. In Chapter 4.4.1.4.2, the text "or between two railway yards in the case of the Havenspoorlijn" lapses.

5 Watergraafsmeer refuelling facility

The following sentence is added to the end of Appendix 21 'Refuelling facilities':

The Watergraafsmeer facility for mobile refuelling is temporarily not available.

6 Load specifications freight trains

In Appendix 6 'Operational Conditions', the sentence in Section 4.2.1 'Provision of information on freight trains':

"The overview will be sent to the W-LIS no later than 30 minutes prior to departure and 30 minutes before the passage of a management boundary with DB Netze or Infrabel, in accordance with the Provision of Load Specifications Manual.

are replaced with:

"The overview will be sent to the OVGS (Online registration system for the Transport of Dangerous Goods) or W-LIS (Wagon load information system) no later than 5 minutes prior to departure and 30 minutes before the passage of a management boundary with DB Netze or Infrabel, in accordance with the Provision of Load Specifications Manual.

ProRail B.V.
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