

Supplement 4 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 Company Regulations

In Chapter 2.3 'General business/commercial conditions', footnote 20 is replaced with "RLN00300 available via the [website of ProRail](#)".

2 Passenger train axle loads

- I. In Chapter 3.3.2.2 'Weight limits', the text "160 km/h for the route section Lelystad – Hattermerbroek Aansluiting and" is added before the text "220 km/h for the HSL-Zuid".
- II. In Appendix 13 'Axle loads and load per unit of length', the map in Section 2 'Passenger transport' is replaced with the map in this supplement.

3 Scraping runs

- I. A new chapter is added to the end of Chapter 5.4.1 'Tractive current':

5.4.1.3 Mediation of scraping runs

Service	Mediation of scraping runs
Description	At the request and expense of a railway undertaking, during the winter period (from 9 December to 15 April) ProRail mediates and coordinates the execution of scraping runs on the route sections indicated by the requesting railway undertaking. The service concerns the removal of black ice and soft rime from the overhead lines.
Where is the service provided	The tracks that are equipped with overhead lines.
Provider	ProRail
Terms of delivery	The required frequency of the scraping runs on a route section and the routes to be run are determined by the requesting railway undertaking. Input for this includes the joint analyses of the performance of the route sections concerned, the measures agreed in advance by the railway undertaking for these route sections and the weather forecast drawn up by ProRail, which indicates whether the ice buildup takes place for a short or long period of time. The railway undertaking that performs the scraping runs charges the requesting railway undertaking for the costs via ProRail. For the application of Section 59(3) Railways Act, scraping runs are runs that are carried out on behalf of ProRail for the purpose of infrastructure maintenance. Scraping runs are only carried at the request of the railway undertaking.

- II. A new chapter is added to the end of Chapter 5.4.3 'Exceptional transport and assistance services':

5.4.3.3 Scraping services

Service	Scraping services
Description	The provision by a railway undertaking of scraping services by performing scraping runs during the winter period (from 9 December 2018 to 15 April 2019).
Where is the service provided	The tracks that are equipped with overhead lines.
Provider	The railway undertaking(s) selected by ProRail via a tendering procedure.

Terms of delivery

Scraping runs are only executed at the request of a railway undertaking. These costs are settled via ProRail in accordance with Chapter 5.4.1.3. ProRail only charges customers for the actual out of pocket costs for this service. Because the costs of keeping the scraper trains available and using them have a fixed and variable component, the costs per deployment will be calculated and settled after the end of the winter, but will never exceed € 3,000 per requested deployment.

4 GSM-R other rail-related voice and data

- I. In Chapter 3.3.3.3 'Communications systems', the text "(see GSM-R other rail-related voice and data service in Chapter 5.5.1.2)" is deleted.
- II. In Chapter 5.5.1 'Access to the telecommunications network', the text "and the GSM-R other rail-related voice and data service" is deleted.
- III. Chapter 5.5.1.2 'GSM-R other rail-related voice and data' is deleted.

5 ERTMS

In Appendix 10 'Infrastructure projects and studies', the text in Section 2 after the heading 'ERTMS' is replaced with the following text.

The rollout scope of the ERTMS programme was adjusted in 2018. This was announced in the 9th progress report on the ERTMS programme to the Lower House (reference IENW/BSK-2018/180409 of 19 October 2018).

The rollout scope is determined as shown in the figure below.



The rollout planning is shown in the table below.

Hanzelijn test section including Lelystad yard (2026)					
Rollout area A (North)			Rollout area B (South)		
A1	OV SAAL east	2027-2029	B1	Kijfhoek - Belgian border	2026-2028
A2	Hoofddorp - Duivendrecht	2027-2029	B2	Roosendaal - 's-Hertogenbosch	2028-2030
A3	Utrecht - Meteren	2028-2029	B3	Meteren - Eindhoven	2029-2031
			B4	Eindhoven - Venlo	2029-2031

6 Performance scheme for freight trains

In Appendix 27 'Performance scheme', the following performance scheme shall be added at the end of Section 3 'Schemes for the freight transport market segment'.

3.3 Arrival punctuality

Conditions

- This arrival punctuality performance scheme can only be agreed in combination with the 'Transport efficiency' performance scheme.
- The compensations applicable to the arrival punctuality performance scheme are granted if the railway undertaking makes a demonstrable effort to contribute to measurement and discussion, as well as to the further development of the "Execution quality" scheme, which may for example include the subschemes "Transit times", "Train on line", "Freight train hindrance indicator in the event of emergencies"¹ "Departure punctuality 30 minutes compared to original plan" and "Use of freight paths".

Definitions

- Routes (all in both directions): connection Kijfhoek Zuid - Zevenaar Oost, Kijfhoek connection Zuid-Venlo, Beverwijk-Sittard, Singelgracht connection (via Betuweroute Meteren) - Zevenaar Oost, Roosendaal-Oldenzaal, Rotterdam Stadium-Onnen, Sittard-Venlo and Kijfhoek connection Zuid-Roosendaal.
- Punctuality: percentage of trains that have no more than 2 minutes and 59 seconds extra delay at the arrival measurement point compared to the delay with which departure was based on the current plan.
- Measured for all trains running the entire route.
- Source: NVGB.

Approach

- For routes on which the railway undertaking runs 10 or more trains per month per direction, performance is measured and discussed between the railway undertaking and ProRail, including measures to be taken and agreed upon to improve punctuality. The deliberation takes place on a quarterly basis.
- The user charge is subject to a bonus/malus scheme, which applies to operators who run at least 100 trains per direction on an annual basis on at least one route.
- Monitoring takes place on a broader route than the one on which the bonus/malus is based. For example: monitoring up to Venlo border, bonus/malus up to Venlo timetable point.

Regime measurement and discussion

- According to the standard process to achieve the objective: measuring, analysing causes of delay, identification of measures, implementation, monitoring, adjustment if necessary.
- A maximum of two routes per operator per quarter, to be determined in consultation.

Bonus/malus scheme

¹ This indicator should make clear how many hindrance freight transport operators experience from disruptions on the railways. This hindrance can consist of a detour via a different route, running via a different route (border crossing), a rescheduling in time, an unplanned extra stop due to intervention or removing the train from the plan.

- The scheme is settled once a year as a discount/surcharge on the user charge. If application of the scheme is terminated prematurely in consultation, the settlement as a discount/surcharge on the user charge will take place within two months of termination.
- The basis is the weighted average arrival time over all the routes mentioned, where the operator in question has run at least 100 trains per route per direction on an annual basis over the entire route.
- A malus/bonus of 0.25% is paid for each percentage point that the performance is below/above 90%. For routes where the arrival punctuality of the railway undertaking is lower than 50%, 50% punctuality is taken into account in the calculation of the weighted average arrival punctuality. The maximum malus is 10% and the maximum bonus is 3%.
- The malus/bonus is based on the paid user charge of the 'Train path' service of all train paths of the railway undertaking.
- For railway undertakings that meet the minimum quantity requirements, the own percentage is determined (weighted average over all routes for which the minimum quantity is met).
- For railway undertakings that do not meet the minimum quantity requirements, the weighted average percentage of all operators that do meet the minimum quantity requirements is used.
- In case of:
 - a malus,
 - and the analysis shows that the cause for dispunctuality lies with the railway undertaking,
 - and a railway undertaking does not, within a period of three months, sufficiently implement improvement measures that are jointly recorded in writing by the parties in the account management meetings or in the operations managers' meetings,
 the malus will lapse. This within the scope and in accordance with the purpose of the performance scheme in question. ProRail will report this in writing and substantiated to the railway undertaking.
- In case of:
 - a malus,
 - and the analysis shows that the cause for dispunctuality lies with ProRail,
 - and ProRail does not, within a period of three months, sufficiently implement improvement measures that are jointly recorded in writing by the parties in the account management meetings or in the operations managers' meetings,
 one percentage point extra malus is calculated en route for the railway undertaking. The railway undertaking will report this in writing, with substantiation, to ProRail.

7 Tariffs compensation scheme for freight trains

In Appendix 28 'Compensation scheme for timetable changes':

- I. in Section 2 'Regulation for freight transport', the compensation tariff for the route sections Kijfhoek - Metering Aansluiting and Metering Aansluiting - Zevenaar Oost in the table is replaced with € 550.
- II. In Section 3 'Compensation scheme ad hoc capacity for works', the tariffs in Table 1 and Table 2 are replaced with the following tariffs:

Compensation for changed capacity per extra (detoured) km in relation to the originally allocated km	Tariff (per train kilometre)
extra locomotive costs	€ 2.53
extra energy costs	€ 1.90
extra driver costs	€ 0.98

Compensation for cancelled capacity per km without alternative (km of the original route)	Tariff (per train kilometre)
Total	€ 5.57

- III. in Section 3 'Compensation scheme ad hoc capacity for works' the calculation example "195.5 km x € 5.44 / km = € 1,063.52" is replaced with "195.5 km x € 5.57 / km = € 1,088.94".

ProRail B.V.
Utrecht, 15 February 2019

Appendix

