

## Supplement 5 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 Threshold values Quo Vadis

The text in Chapter 3.6.6 second wanted, about Quo Vadis, is replaced with:

QuoVadis measuring systems that measures the forces exercised by a passing wheel on the rail and signals deviating values, subject to the following threshold values:

- 700 kN dynamic peak force
- 30 ton axle load
- 2.33 ratio skew load

### 2 Train length

The following sentence is added to Chapter 3.3.2.5, first bullet, before the last sentence: “two coupled ICE 3 train sets, two coupled TGV PBA/PBKA train sets or the Velaro Eurostar E320/Class374 meet this length requirement.”

### 3 Reasonable period of time

The text “within a reasonable period of time” in paragraph five of Chapter 4.4.1.3.1 is replaced with “3 hours.

### 4 Bleiswijk-Zoetermeer changed to Lansingerland-Zoetermeer

In Section 1 of Appendix 10 ‘Infrastructure and study projects’, the text “Bleiswijk-Zoetermeer” is replaced with “Lansingerland-Zoetermeer”.

In Appendix 25 ‘Stations’, the text “Bleiswijk-Zoetermeer” is replaced with “Lansingerland-Zoetermeer”.

### 5 Waddinxveen Zuid changed to Waddinxveen Triangel

In Appendix 25 ‘Stations’, the text “Waddinxveen Zuid” is replaced with “Waddinxveen Triangel”.

### 6 Interval and intersection times

In Section 3.2 of Appendix 22, the table below is added to Table 1 Interval time in minutes

		Set of wagons 2	
		A	D
Train 1	passage (P)	2	1
	short stop (S)	3	2
	departure (D)	3	2

Table 3 Intersection time in the opposite direction in minutes for all combinations of trains and/or sets of wagons per activity, the first block of the table is replaced with:

		Train 2			
		A	P	S	D
Train 1	arrival (A)	3	2	1	1*
	passage (P)	4	3	4	1
	short stop (S)	6	5	6	1
	departure (D)	6	5	6	2

\* Intersection time in the opposite direction at intersection stations on singletrack sections for regional passenger transport. Departure after arrival and departure of the short stop may in 0 minutes.

Table 4 Interval time in minutes for all combinations of trains and/or sets of wagons per activity is replaced with:

		Train 2			
		A	P	S	D
Train 1	arrival (A)	3	5	5	1*
	passage (P)	3	3	3	4
	short stop (S)	4	4	4	5
	departure (D)	4	4	4	2

		Set of wagons 2	
		A	D
Train 1	arrival (A)	2	1*
	passage (P)	2	1
	short stop (S)	2	1
	departure (D)	2	1

		Train 2			
		A	P	S	D
Set of wagons 1	arrival (A)	3	5	5	1*
	departure (D)	4	4	4	2

		Set of wagons 2	
		A	D
Set of wagons 1	arrival (A)	2	1*
	departure (D)	2	2

\* if it concerns a stock transit point

## 7 Venlo railway yard removed from RMS description

In Section 11 'RMS' of Appendix 23 'Applications, publications and reports', "Venlo" is removed from the description in the "Function" category.

## 8 Compensation amounts

In Appendix 27 'Compensation scheme for timetable changes', the table under 2 is expanded with the following route sections and compensation amounts:

Kijfhoek - Meteren Aansluiting	€ 100
Meteren Aansluiting - Zevenaar Oost	€ 100
Roermond - Venlo	€ 900

## 9 Decommissioned railways

- I. The text in Chapter 3.2.1, under the header '*Decommissioned route sections and tracks*', is replaced with the paragraph below:

### *"Decommissioned railways*

ProRail manages a number of decommissioned railways (see Appendix 11). These railways are railways within the meaning of Section 2 Paragraph 3 of the Special Railways Decree, which means that rail traffic is not possible over these decommissioned railways. Any reactivation of decommissioned railways shall be announced by means of a supplement to the Network Statement and, in that case, the railway traffic over a reactivated railway shall be subject to inclusion of that railway in the Railways Allocation Decree."

- II. In Appendix 11, paragraph 1, the text is added:  
"In a letter dated 11 January 2018 (reference IENM/BSK-2017/303696), the Minister of Infrastructure and Water Management informed ProRail that it was unlikely that the two last named railways would be reactivated and that ProRail could proceed with the sale of these special railways."

ProRail B.V.  
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