

Supplement 3 to the Network Statement 2023

ProRail has adopted the following supplements and/or amendments to the Network Statement 2023, in accordance with the provisions of section 1.5.2 of this Network Statement.

1 Merger of RailDocs and Rail Data information portal into Rail Information Portal (section 2.3.10 and Appendix 23)

I. In the following sentence of section 2.3.10 Signalling systems:

“The driving instructions are available via the [Raildocs of ProRail](#) application.”, the phrase “the [RailDocs of ProRail](#) application” is replaced by “the [Rail Information Portal](#) application”.

II. In Appendix 23, item 4 Description of the application Traction Signs (WVK):

- the text in row 3.1.2 after item a) is changed to:
 - a) A download of the Traction Signs (WVK) in PDF format via the [Rail Information Portal](#) application. By taking a subscription to the web portal, changes are communicated by means of an email message.
- the text in row 6.1 after item a) is changed to:
 - a) A download of the Traction Signs (WVK) in PDF format via the [Rail Information Portal](#) application.

2 User restrictions due to shortened braking distances (section 2.4.7)

The current section 2.4.7 User restrictions 's-Hertogenbosch railway yard lapses in full and is replaced by the new text below.

“2.4.7 User restrictions due to shortened braking distances

In the 2023 timetable, user restrictions due to shortened braking distances will apply at the following locations:

- 's-Hertogenbosch railway yard
- Track GF/142 of Warffum station, direction Groningen
- Track 422 of Loppersum station

At these locations, the signalling is based on a minimum braking distance of 300 metres at 5‰ downhill gradient at 40 km/h. This is based on a minimum braking percentage of 54%.

The railway undertaking shall ensure that:

- its train drivers using 's-Hertogenbosch railway yard are familiar with the changed situation on site;
- its trains at the 's-Hertogenbosch railway yard have a braking percentage of (at least) 54%. In case a train has a lower braking percentage than 54%, the maximum speeds as included in the letter from the Transport Inspectorate dated 20 January 2020 with reference ILT 2020/3792 apply:

Brake position G

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	35	35	35	30	30	30	30	25	20

Brake position P, also with long locomotive, train length up to 500m

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	40	40	40	40	40	40	40	40	40

Brake position P, also with long locomotive, train length up to 600m

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	40	40	40	40	40	40	40	40	40

Brake position P, also with long locomotive, train length up to 700m

Brake%	53	52	51	50	49	48	47	46	45
Speed [km/h]	40	40	35	35	35	35	35	35	35

In addition to the above user restrictions, the following user restrictions apply to railway yards in the 2023 timetable in respect of stopping braking at speeds at 40 km/h and below:

- Westhaven railway yard for passenger rolling stock

At this yard, signalling *i* based on the following minimum braking distances at the specified maximum speed and gradient:

Maximum speed	Minimum braking distance	gradient
40 km/h	260m	0‰
35 km/h	218m	0‰
30 km/h	178m	0‰
25 km/h	139m	0‰
20 km/h	103m	0‰
< 20 km/h	100m	0‰

This is based on a minimum braking percentage of 54%.

The railway undertaking shall ensure that:

- its train drivers using 's-Hertogenbosch railway yard are familiar with the changed situation on site;
- its trains at the 's-Hertogenbosch railway yard have a braking percentage of (at least) 54%.”

Regulation to be agreed upon

- ProRail wishes to reach agreement on the use of the above railway yards in the Access Agreement via the General Conditions (see Appendix 5, Article 11.2). ◀

3 New “Mijn Treinen” ICT service available in 2023 (various sections and Appendix 23)

- I. In section 4.5.4.5 Ancillary systems, insert the following new row in Table 4.4 under the row “RMS Client”:

Mijn Treinen	Overview of all freight transport operator related scheduled trains for the next 24 hours. With the possibility for the railway undertaking to perform certain interventions.	Appendix 23 – 40
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- II. In the row “RMS Client”, the line in the second column “Real-time information on the planning and intervention of scheduled train paths for freight traffic” lapses. The year stated in the footnote (footnote 92) is changed from 2022 to 2023.

RMS Client ¹	Real-time information on train movements and planning of the process tracks line to the railway yards of the Betuweroute. Real-time information on the planning and intervention of scheduled train paths for freight traffic.	Appendix 23 - 12
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- III. In section 4.8.1 “Changes to allocated train paths by the railway undertaking”, the text after the third bullet “Via RMS Client;” is replaced with “Via Mijn Treinen (see section 5.3.1 and Appendix 23, item 40)”.

- IV. In section 4.8.4 “Cancellation of train paths by the railway undertaking”, the text after the third bullet “Via RMS Client;” is replaced with “Via Mijn Treinen (see section 5.3.1 and Appendix 23, item 40)”.

- V. In section 5.3.1, the “Train path” service is changed as follows:

- In item 2.1 Description, after item a., insert “Mijn Treinen” application after “RMS Client”.
- In item 5.1 Legal requirements, “Mijn Treinen” is added to the exceptions from item a that are not provided to titleholders not qualified as railway undertakings (see also point 3 of this supplement).

- VI. In section 6.2.4 “Scheduled running of freight trains”, in the text after the fourth bullet, the phrase “Via RMS Client (tab GTI) (see item 12, Appendix 23)” is replaced with “Via Mijn Treinen (see item 40, Appendix 23)”.

- VII. In section 7.3.5.3.3 “Submitting of requests and ad hoc phase schedule”

- at the first bullet after “the LOA-Online system”, the following new footnote (162 with renumbering of the following footnotes) is inserted:

“LOA-Online cannot be used for requesting ad hoc shunting and/or stabling capacity at Kijfhoek. Capacity requests for the Kijfhoek shunting hump can be made in Donna, the Order Portal.or via telephone contact between the titleholder and traffic control.”

¹ Developments are underway within ProRail to replace RMS Client with Feniks in the course of 2023. As soon as this service is available, you will be informed by means of a supplement to the Network Statement.

- the second bullet (“the RMS Client system for requests relating to freight transport at Kijfhoek”) lapses in its entirety.

VIII. In section 7.3.5.3.7 “Unused capacity and cancellation of allocated capacity”, the following sentence is deleted:

“Capacity can be cancelled by sending a message to capaciteitsverdeling@prorail.nl or I or by deleting a volume infrastructure (VII) entry in Donna.”

This text is replaced with the following passage:

“Cancellation of stabling and/or shunting capacity directly related to a train path can be done in several ways:

- With a TSI path-cancellation message (see section 5.3.1 and Appendix 23, item 21).
- Via the LOA-Online system (see section 5.3.1 and Appendix 23, item 11)²
- By deleting the train path and associated stabling and/or shunting capacity in Donna (section 5.3.1 and Appendix 23, item 6);
- By sending a message to capaciteitsverdeling@prorail.nl.”

IX. In the summary table at the beginning of Appendix 23, in the line on RMS Client, both footnote 189 and the addition “Real-time information on the planning and intervention of scheduled train paths for freight traffic” lapse.

RMS Client ³ (Rail Management System)	Real-time information on train movements and planning of the process tracks line to the railway yards of the Betuweroute. Real-time information on the planning and intervention of scheduled train paths for freight traffic.	Appendix 23 – 12	4.8 5.3.1 6.2.4
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X. In the overview table at the beginning of Appendix 23, the following new line is inserted under the RMS Client service:

<i>Mijn Treinen</i>	<i>Overview of all freight transport operator related scheduled trains for the next 24 hours. With the possibility for the railway undertaking to perform certain interventions.</i>	<i>Appendix 23 – 40</i>	<i>4.8.1 4.8.4 5.3.1 6.2.4 7.3.5.3.3 7.3.5.3.7</i>
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In Table 11 of Appendix 23, Description of the LOA-Online application, the second paragraph at item 2.1: “This application cannot be used at Kijfhoek. For requests for shunting routes at Kijfhoek, use RMS Client (see Appendix 23, item 12).” lapses.

² No use can be made of LOA-Online for requests of shunting/stabling capacity at Kijfhoek. This is done via telephone contact between the titleholder and the traffic control centre.

³ ~~Developments are underway within ProRail to replace RMS Client with Fenix in the course of 2021. As soon as this service is available, you will be informed by means of a supplement to the Network Statement.~~

XI. In Table 12 of Appendix 23, Description of the RMS Client application, the entire text at item 3.1.3 Planned changes:

“RMS Client will in the course of 2022 [...] informed by means of a supplement.” lapses

This text is replaced with the following sentence:

“RMS Client will be replaced by a new system in the course of 2023.”

XII. In Appendix 23, a new table is inserted as number 40 for the description of the “Mijn Treinen” service:

40 Description of the Mijn Treinen application

Mijn Treinen		
1. General information		
1.1	Facility	“Mijn Treinen” is an application, included in the train path service falling under Category 1 of Annex II to Directive 2012/34/EU.
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description	<p>“Mijn Treinen” shows an overview of all scheduled freight transport operator-related trains for the next 24 hours and running trains with the ability for the railway undertaking to easily perform certain interventions.</p> <p>These include interventions such as:</p> <ul style="list-style-type: none"> - Release of train paths - Changes to train paths - Freight train check-in (GTI)
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	<ul style="list-style-type: none"> • Availability of facility: 7 x 24 hours (subject to fixed maintenance periods). • Availability of ancillary services: 7 x 24 hours.
3.1.2	Technical characteristics	Access to the “Mijn Treinen” option within the web-based application GMS4), which runs on an Internet browser.
3.1.3	Planned changes	During 2023, this service will also become available to railway undertakings focusing on passenger transport and transport contractors.
4. User costs		
4.1	Information related to the user charge	This application is provided as part of the train path service, see section 5.3.1.
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	An SLA is part of the Access Agreement, the model version of which can be found on the ProRail website .
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A

⁴ GMS is ProRail's Generic HMI (HMI = Human Machine Interface) system. This system forms a single portal for end users within which various functionalities focused on the operation (such as WLIS and the Order Portal) can be launched and handled.

Mijn Treinen		
5.4	IT systems	The application is accessible from every computer with a browser and an Internet connection.
6. Capacity request		
6.1	Access request	<p>If you want to use ProRail applications, you need a ProRail account as a client of ProRail:</p> <ul style="list-style-type: none"> • If your railway undertaking is not yet a client of ProRail, you can click for further information on the request procedure. • If your railway undertaking is already a client of ProRail, but you do not yet have an account, request one via your administrator. <p>If you have a ProRail account, you can request access to an application via IDM.</p>
6.2	Handling time	A maximum handling time of two weeks applies between the request for and granting of access to the application.
6.3	Information on capacity availability and temporary capacity restrictions	N/A

4 The Order portal, Capacity requests and Planning and performance information (according to TAF/TAP TSI standard) applications are also available to titleholders other than railway undertakings (section 5.3.1)

In section 5.3.1, item 5.1 *Legal requirements*, the entire third paragraph is deleted:

“To titleholders who [...] of the part of this service indicated under ‘description’.”

This text is replaced with the following passage:

“Titleholders who do not qualify as railway undertaking can exclusively acquire from ProRail the items a (with the exception of the LOA-Online and Mijn Treinen applications) whereby a maximum of eight accounts can be purchased on Order Portal, b and c (only the RailMaps application) of the part of this service indicated under ‘description’. With regard to the Capacity requests and Planning and performance information according to TAF/TAP TSI standard service, the titleholder shall, on the basis of Article 6 of the General Terms and Conditions, be given access to all planning and performance information of the railway undertaking concerned, which has agreed to this at the request of the titleholder.”

5 Minor changes to the description of some ICT and information services (various sections and Appendix 23)

- I. In Appendix 23 item 6, Description of the **Donna** application, at item 5.1 in the table, the reference to Article 7 of the General Conditions is changed to Article 6.
- II. In Appendix 23 item 10, Description of the **Path Coordination System (PCS)** application, at item 6.1 in the table, the details of the ProRail One-Stop-Shop are replaced with “Via RailNetEurope: <https://cms.rne.eu/content/pcs-user-account-request>.”

III. In Appendix 23 item 13, Description of the **Train Number List (TNR)** application, the text “Via trainnumbers@prorail.nl” at item 6.1 Access request is deleted. and is replaced with:

“If you want to use ProRail applications, you need a ProRail account as a client of ProRail:

- *If your company is not yet a client of ProRail, you can click [here](#) for more information about the request procedure.*
- *If your company is already a client of ProRail, but you do not yet have an account, request one via your company administrator.*

If you have a ProRail account, you can apply for access to an application via [IDM](#).”

IV. In section 6.2.5, the sentence “ProRail makes the **WLIS** system (see item 17, Appendix 23) available for this purpose.” is deleted.

V. In Appendix 23 item 17, Description of the facility **WLIS (Wagon Load Information System)**, the first sentence of the description in the table at 2.1 under the header “WLIS applications” is changed to:

“The railway undertaking (and/or the party(ies) providing/providing the intervention for that railway undertaking) can view the departure compositions of freight trains in WLIS departure compositions.”

VI. In Appendix 23 item 17, Description of the WLIS (Wagon Load Information System) application, the entire text under item 6.1 Access request lapses. This is replaced with the following passage:

“If the relevant employee, for whom access needs to be arranged, has a mobile phone available, the email details and necessary applications (see 3.1.2) shall be communicated to wlis@prorail.nl. While processing the application, the employee will receive a confirmation email from Microsoft. After positive confirmation, access is provided.

If you want to use the WLIS applications without a mobile phone, you need a ProRail account as a client of ProRail:

- *If your railway undertaking is not yet a client of ProRail, you can click [here](#) for further information on the request procedure.*
- *If your railway undertaking is already a client of ProRail, but you do not yet have an account, request one via your administrator.*
- *If you have a ProRail account, you can request access to an application via [IDM](#).”*

VII. In Appendix 23 item 36, Description of the **FRISO** application, at item 4.1 of the table, the following sentence:

“The use of this application is subject to a fee of €4,222 per account (excluding licence fees).” in accordance with the fee in section 5.5.2 is changed to:

“The use of this application is subject to a charge of € 4,727,-- per account (excluding licence fees).”

6 The Wegkennisbank (Network Database) ICT service of NedTrain B.V. included in the Network Statement 2023 (Appendix 23 and List of rail-related services and third-party service facilities)

- I. In section 5.5.2 Provision of supplementary information, the following new line is inserted in Table 5.3 under the line Provision of Geodata:

<i>Wegkennisbank (Network Database)</i>	<i>Data on the main railway network and NS sites by means of Signposts drawings enriched with media and documentation.</i>	<i>Via NedTrain B.V.</i>	<i>Appendix 23 - 41</i>
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- II. In the overview table at the beginning of Appendix 23, the following new line is inserted under the Traction Signs (WVK) line:

<i>Wegkennisbank (Network Database)</i>	<i>Data on the main railway network and NS sites by means of Signposts drawings enriched with media and documentation.</i>	<i>Appendix 23 – 41</i>	<i>5.5.2</i>
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- III. In Appendix 23, the following table is inserted as number 41:

41 Description of the Wegkennisbank application

Wegkennisbank			
<i>1. General information</i>			
1.1	<i>Facility</i>	<i>Wegkennisbank (Network Database) is an application that qualifies as a service under Category 4 of Annex II to Directive 2012/34/EU.</i>	
1.2	<i>Service provider</i>	<i>NedTrain B.V.</i>	
1.3	<i>Term of validity</i>	<i>The service is offered during the term of the Network Statement.</i>	
<i>2. Function</i>			
2.1	<i>Description</i>	<i>Wegkennisbank is a web application made available by NedTrain B.V. to infrastructure managers and railway undertakings. This service provides data on rail infrastructure managed by ProRail and on NS sites through Signposts drawings enriched with media and documentation.</i>	
<i>3. Description of the facility</i>			
3.1	<i>Locations</i>	<i>N/A</i>	
3.1.1	<i>Availability</i>	<i>Availability of application: 7 x 24 hours (subject to fixed times for maintenance to be determined).</i>	
3.1.2	<i>Technical characteristics</i>	<i>The user is provided with a username and password to gain access to the network database.</i>	
3.1.3	<i>Planned changes</i>	<i>There are no planned changes.</i>	
<i>4. User costs</i>			
4.1	<i>Information related to the user charge</i>	<i>The use of this service is subject to a charge.</i>	
		Number of licenses	Price per license (excluding VAT)*
		<6	100%
		21	95%
		35	90%

Wegkennisbank				
		51	85%	€282.20
		<66	80%	€265.60
		81	75%	€249.00
		96	70%	€232.40
		<111	65%	€215.80
		<126	60%	€199.20
		<141	55%	€182.60
		From 141	50%	€166.00
4.2	Information relating to the discount on the user charge	Users who also provide input to the application receive a discount in certain cases.		
5. User conditions				
5.1	Legal requirements	The railway undertaking can access (maintain) data from its own concession lines.		
5.2	Technical requirements made of railway vehicles	N/A		
5.3	Independent use	N/A		
5.4	IT systems	The application is accessible from every computer with a browser and an Internet connection.		
6. Capacity request				
6.1	Access request	Via NedTrain B.V., Team IAM/WKB (nsr.nsrwkb@ns.nl)		
6.2	Handling time	A maximum handling time of two weeks applies between the request for and granting of access to the application.		
6.3	Information on capacity availability and temporary capacity restrictions	N/A		

7 Lifting of user restrictions Overkapping Barendrecht (Appendix 9)

In Appendix 9 at item 3 Barendrecht Aansluiting – Kijfhoek Aansluiting Noord, the provision (including empty passenger rolling stock) is deleted.

8 BODI not available in 2024 (section 3.4.6, Appendices 8 and 23)

I. In section 3.4.6, the last bullet is deleted:

- With a view to the utilisation of railway yards up to ten years into the future, ProRail offers railway undertakings involved in passenger transport the opportunity to indicate their needs using the BODI (Handling and Stabling Data and Information) application, so that ProRail can take these into account when building infrastructure on railway yards. Use of this application is not compulsory, but is advised (see Appendix 8 and Appendix 23, item 34).

And is replaced with:

- *For the purpose of utilisation of railway yards up to 10 years into the future, ProRail asks railway undertakings to indicate their capacity needs so that ProRail can take them into account when building infrastructure in yards.*

II. Item 1.1 of Appendix 8 lapses with renumbering of the following items:

1.1 Description of the Handling and Stabling Data and Information (BODI) application

With a view to the utilisation of railway yards up to ten years into the future, ProRail offers railway undertakings involved in passenger transport and transport operators the opportunity to indicate their needs using the BODI (Handling and Stabling Data and Information) application, so that ProRail can take these into account when building infrastructure on railway yards. Use of this application is not compulsory, but is advised. For detailed information, see Appendix 23, item 39.

III. In the table of Appendix 23, the following line is deleted:

Handling and Stabling Data and Information (BODI)	Provides support in carrying out capacity analyses for the handling and stabling of rolling stock.	Appendix 23 - 34	Section 3.4.6 and Appendix 8
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IV. Item 34 of Appendix 23 lapses with renumbering of the following items:

34 Description of the Handling and Stabling Data and Information (BODI) application

Handling and Stabling Data and Information (BODI)		
1. General information		
1.1	Facility	Handling and Stabling Data and Information (BODI) is an application that provides ProRail with information on the utilisation of railway yards up to ten years into the future.
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2.1	Description	BODI is a software tool for carrying out capacity analyses for the handling and (long-term) stabling of rolling stock. The tool identifies the capacity needs of railway undertakings and transport operators and compares them with the available supply. Such analyses form the basis for identifying capacity bottlenecks and deciding on measures to increase capacity. BODI is accessible to ProRail, railway undertakings providing passenger transport and transport operator for consulting and analysis purposes. For information, see also section 3.4.6 and Appendix 8, item bijlage 0.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	Availability of application: 7 x 24 hours (subject to maintenance periods). Maintenance is scheduled during workdays (Monday to Friday) from 08:00 - 18:00 hrs. Availability of helpdesk: during working days from 08:00 – 18:00 hrs.
3.1.2	Technical characteristics	Access to the web-based BODI application, which runs in a web browser.
3.1.3	Planned changes	None.
4. User costs		
4.1	Information related to the user charge	The use of BODI is free of charge.

Handling and Stabling Data and Information (BODI)		
4.2	Information relating to the discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	N/A
5.2	Technical requirements made of rolling stock	N/A
5.3	Independent use	N/A
5.4	IT systems	The data is provided via the Internet. The application can also be accessed by existing users at Logistics Portal --> Applications.
6. Capacity request		
6.1	Access request	<p>If you want to use ProRail applications, you need a ProRail account as a client of ProRail:</p> <ul style="list-style-type: none"> • If your company is not yet a client of ProRail, you can click here for further information on the request procedure. • If your railway undertaking is already a client of ProRail, but you do not yet have an account, request one via your administrator. <p>If you have a ProRail account, you can apply for access to an application via IDM.</p>
6.2	Handling time	A maximum handling time of two weeks applies between the request for and granting of access to the application.
6.3	Information on capacity availability and temporary capacity restrictions	N/A

ProRail B.V.
Utrecht, April 2023