

Supplement 1 to the Network Statement 2023

ProRail has adopted the following supplements and/or changes to the Network Statement 2023, in accordance with the provisions of section 1.6 of this Network Statement.

1 Framework for allocation of infrastructure capacity for freight corridors (section 4.5.4.1)

In section 4.5.4.1, the seventh paragraph "*Process rules for the allocation [...] via the following links:*" is changed as follows:

"Process rules for the allocation of predetermined train paths on the international rail freight corridors are described in Book 4 of the Corridor Information Document (see section 1.7.1) of the rail freight corridors. "When allocating capacity on the pre-arranged train paths (PAPs), the infrastructure managers of the Rail Freight Corridors apply the rules set out in the document '*Decision of the Executive Board of the Rail Freight Corridor adopting the Framework for capacity allocation*'. This document can be consulted on the websites of the different freight corridors via the following links:"

2 Estimate of capacity requirement (section 4.5.4.2)

I. In section 4.5.4.2, under the header *Reservation of capacity*, the following text lapses:

"ProRail uses realisation figures, forecasts, anticipated developments [...] this capacity can also be used for other market segments."

This is replaced with:

"ProRail uses actual figures, prognoses and the required flexibility to prepare an estimate of the expected applications for freight transport and private passenger transport in the period from 06:00 to 24:00 hours. This estimate secures the required standard freight paths for the timetable requests and the required capacity for ad hoc requests in accordance with Section 13(3) Railway Capacity Allocation Decree. The estimate is made in several steps (all steps only for daytime between 06.00 and 24.00):

1. The realisation figures per freight corridor (between 06.00 and 24.00) of the last full calendar year are increased by 50%.
2. This arithmetical estimate is adjusted according to a number of predefined basic principles:
 - a. On Kijfhoek - Venlo vice versa, additional freight paths are taken into account in connection with the construction of the third track Emmerich - Oberhausen. The exact number of freight paths will be made known in the estimate.
 - b. The minimum number of estimated standard freight paths on national sections is at least three freight paths during the daytime if there is no alternative route, with a reasonable spread between 06:00 and 24:00 taking peak hours into account.
 - c. The minimum number of estimated standard freight paths on the international corridors is at least three four paths during the daytime if there is no alternative route, with a reasonable spread between 06:00 and 24:00 taking peak hours into account.
3. The estimate will be adjusted on the basis of prognosis figures if there is reason to do so.
4. The estimate will be consulted via the Allocation Table before the closing date for timetable requests. If the need of the titleholders for reserved standard goods paths is higher than included in the estimate, the titleholders can substantiate their need. ProRail can then adjust the estimate on the basis of the justified needs of the titleholders.

If, during the programming and coordination process in the timetabling process, the timetable requests are fundamentally different than expected or if the needs of the titleholders are fundamentally different due to new insights, the estimate can be adjusted.

The reserved paths resulting from the timetable process remain reserved for the intended use until one day before performance. If the reserved capacity for freight transport and private passenger transport remains unscheduled one day before performance, ProRail may use this capacity for other market segments."

- II. After the last sentence in section 4.5.4.1, namely "It is also possible to check on these sites [...] for the Rail Freight Corridors.", the following reference is included:

"See section 4.5.4.2 for information on the estimation of likely applications for freight transport and private passenger transport (Reservation of capacity)."

3 New ancillary service NEO Simulation (section 5.5.2 and Appendix 23)

- I. In section 5.5.2 Provision of supplementary information, after the application Provision of GeoData in *Table 5.3 Auxiliary services for the provisions of supplementary information, including charge*, the following row is inserted after the application FRISO:

NEO Simulation	Carrying out a simulation for testing innovations with the aim of improving train running.	On request (customisation)	Appendix 23, section 38
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- II. In Appendix 23, the following row is inserted in the overview table after FRISO:

NEO Simulation	Carrying out a simulation for testing innovations with the aim of improving train running.	Appendix 23, section 38	5.5.2
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- III. In Appendix 23, the following table is inserted as section 38:

38 Description of the service NEO Simulation

NEO Simulation		
1 General information		
1.1	Facility	NEO Simulation is a service under Category 4 of Annex II to EU Directive 2012/34.
1.2	Service provider	ProRail
1.3	Term of validity	The service is offered during the term of the Network Statement.
2. Function		
2	Description	<p>Railway undertakings can request ProRail to carry out a simulation for them using the NEO Simulator, which is a next-generation experimentation and testing tool. Scenarios are programmed for this purpose, which are then loaded into the simulation environment for testing.</p> <p>ProRail and NS have jointly developed the NEO Simulator. The NEO Simulator can be used to carry out simulations to test, research and evaluate the (safety) effects of innovations on users. This particularly concerns innovations to improve</p>

		train running. The NEO Simulator is not suitable as a simulator for the training of drivers.
3. Description of the facility		
3.1	Locations	The RailCenter in Amersfoort has a permanent facility that can be used to simulate the train driver's user-experience.
3.1.1	Availability	Availability on the basis of agreements made in advance, which are based on a tailor-made offer. A condition is that experts within ProRail with knowledge of the NEO Simulator are available.
3.1.2	Technical characteristics	Titleholders are offered the opportunity to carry out a simulation together. The simulation takes place at the fixed facility in the RailCenter.
3.1.3	Planned changes	The simulation core of the NEO Simulator will be renewed in the coming years.
4. User costs		
4.1	Information regarding user charge	On the basis of the wishes and the agreed project plan, ProRail will make an offer for the simulation.
4.2	Information regarding discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	Agreements concerning the service will be laid down in an agreement.
5.2	Technical requirements made of railway vehicles	N/A
5.3	Independent use	N/A
5.4	IT systems	
6. Capacity request		
6.1	Access request	Via ProRail Account Management (accountmanagement@prorail.nl).
6.2	Handling time	Requests will be processed within ten working days.
6.3	Information on capacity availability and temporary capacity restrictions	An internal employee of a titleholder is always required to set up and run the simulation. The titleholder is responsible for the result to be achieved.

4 Replacement ISVL-Buta (section 5.3.1 and Appendix 23)

- I. In section 5.3.1 Train path, the application 'ISVL-Buta' is replaced with the application BUTA.
- II. In section 5.3.1 Train path, footnote 117 in section 2.1 of the table is changed as follows:

"ISVL-Buta will be temporarily replaced by the emergency application Mendix-Buta in the course of 2022 and definitively by the application BUTA in the course of 2023."

- III. In the summary table in Appendix 23, ISVL-Buta is replaced with BUTA:

BUTA	Application for communication relating to late requests (BUTA) < 36 hours.	Appendix 23, section 35	5.3.1
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- IV. In Appendix 23, section 35 Description of the application ISVL-Buta will lapse. This is replaced with the following table:

35 Description of the application BUTA

BUTA		
1. General information		
1.1	Facility	BUTA 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	The BUTA application is used to record and thus communicate agreements about ProRail's plans to reduce the availability of the infrastructure if this is necessary to carry out repairs to the infrastructure in the short term. The initiative here lies with ProRail.
3. Description of the facility		
3.1	Locations	N/A
3.1.1	Availability	Availability of application: 7x24 hours (subject to fixed times for maintenance to be determined). Availability of ancillary services: working days between 08.00 and 18.00 hrs.
3.1.2	Technical characteristics	Access to the application via an external ProRail account.
3.1.3	Planned changes	Until May 2022, communication on BUTA will be via ISVL-Buta. From May 2022, ISVL-Buta will be replaced by the <u>temporary</u> Mendix-Buta application due to the fact that ISVL is at the end of its life cycle. In the course of 2023, ProRail will replace the temporary Mendix-Buta with the definitive BUTA application. BUTA will be part of the GMS portal, from which other applications such as WLIS and Order Portal are also accessible.
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 discount on the user charge	N/A
5. User conditions		
5.1	Legal requirements	N/A
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 Product Management Information & ICT Services (informatiediensten@prorail.nl).
6.2	Handling time	Requests will be processed within five working days.
6.3	Information on capacity availability and temporary capacity restrictions	N/A

5 Change to description of the publication Temporary Speed Restrictions (TSB) (Appendix 23)

In Appendix 23, section 5 'Temporary Speed Restrictions (TSB)', the entire text behind the description at 2.1 lapses:

"The TSB provides information on temporary speed restrictions that

- are shown by placed signs (L, A and E signs)*
- are processed in the safety system and shown in the cabin on route sections equipped with ERTMS/ETCS.*

The TSB is sent as a weekly and daily publication. The week publication contains all speed restrictions applicable during the relevant week. The day publication provide supplements and/or changes to the week publication."

The above passage is replaced with the following description:

"The publication TSB (Temporary Speed Restrictions) is part of the publication IAM (Information to Drivers). The information about temporary speed restrictions is shown by placed (L, A and E) signs. The TSB is sent as a weekly and daily publication. The weekly publication contains all speed restrictions applicable during the relevant week. The daily publication provide supplements and/or changes to the week publication."

6 Change to description of the application RouteLint (Appendix 23)

- I. In Appendix 23, section 24 "Description of the application RouteLint", the following text is added to row 4.1 "Information related to the user charge":

"The use of this service is subject to a charge of € 0.007818 per invoiced train kilometre."

is changed to:

"The use of this service is subject to a charge of € 0.007818 per forecast train kilometre."

- II. In Appendix 23, section 24 "Description of the application RouteLint", the following text is added to row 2.1 "Description":

"The timetable information shown in the app (the service card) represents only a limited part of the timetable of the displayed train. The complete timetable provided by the train driver remains leading."

7 Change to description of the application ORBIT (Appendix 23)

In Appendix 23, section 25 "Description of the application ORBIT", the following text is added to row 4.1 "Information related to the user charge":

"The use of this service is subject to a charge of € 0.006779 per invoiced train kilometre."

is changed to:

"The use of this service is subject to a charge of € 0.006779 per forecast train kilometre."

8 Prioritisation criteria capacity distribution Kijfhoek (sections 7.3.5.3.1 and 7.3.5.3.4 and Appendix 8)

- I. The text of part a. in section 7.3.5.3.1 Starting points lapses in its entirety and replaced with:

"ProRail publishes the capacity available for stabling and/or shunting no later than 1 March 2022 in the Tracks Database, a catalogue containing information about the characteristics and functionality of the tracks that are part of the stabling and shunting service (facility). The information comes from the Infra-Atlas application.

All tracks that are part of the stabling and shunting service (facility) have an operational parameter. The operational parameters indicate the purpose for which the track was built and for which the track can best be used given the functionality of the track concerned and the assets in and along the track. Tracks can have two operational parameters where operation parameter 1 indicates the primary function and operational parameter 2 indicates for which use the track is also suitable. The preferred use is initially indicated by the first operational parameter of a track, followed by the second operational parameter if applicable. It is possible that the preferred use is further specified in the column 'operational preference'.

ProRail takes the operational parameter and any operational preference of the track into account when handling access requests. ProRail reserves the right to deviate from both the operational parameter and the operational preference in the interests of optimal utilisation of the facility."

- II. In section 7.3.5.3.4, after the first sentence under *General priority criteria* "If there are no [...] according to the following priority criteria.", the following sentence is added:

"Prioritisation takes place in numerical order."

- III. Also in section 7.3.5.3.4, under *General priority criteria*, a new criterion is inserted as number 3, renumbering the following criteria:

3. *"The use of the requested tracks in accordance with the operational parameters as included in the Tracks Database takes priority over uses which deviate from the operational parameters included in the Tracks Database. Applications for use in accordance with operational parameter 1 have priority over applications for use in accordance with operational parameter 2.¹*

4. Immediately above the passage entitled *Priority criteria for splitting tracks at Kijfhoek shunting hump*, the following provision is inserted in section 7.3.5.3.4

The priority criteria for the splitting tracks at Kijfhoek shunting hump are not applied as long as the sorting service as referred to in section 7.3.5.2.2.1 (Sorting service Kijfhoek shunting hump) is not available.²

¹ An exception applies to tracks 105 to 148 at Kijfhoek, which are equipped with hump facilities. As long as there is no sorting service available for third parties at Kijfhoek, no priority will be given to applicants who want to use these tracks for gravity shunting as opposed to applicants who want to use these tracks for stabling (ACM letter dated 21 February 2022 ACM/UIT/572134 re priority criteria Kijfhoek).

² ACM letter dated 21 February 2022 ACM/UIT/572134 re priority criteria Kijfhoek.

5. After the first sentence of the above passage *Priority criteria for splitting tracks at Kijfhoek shunting hump*, "The following priority criteria apply to access to the hump system and splitting tracks at Kijfhoek.", the following provision is inserted:

"Prioritisation takes place in numerical order."

9 Adjusted threshold value in the event of hot signal by Hotbox detection (7.3.7.1)

In section 7.3.7.1, after the first bullet, the threshold value of Hotbox detection for a hot signal at axle boxes is changed from 115°C to 110°C:

- *for an axle box 90°C (warm signal) and 110°C (hot signal);*

ProRail B.V.
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