Supplement 1 to the Network Statement 2026

ProRail has adopted the following supplements and/or amendments to the Network Statement 2026, in accordance with the provisions of section 1.5.2 of this Network Statement.

1 Binding ACM instruction on the criteria and standards that determine how technical restrictions affect available capacity (sections 2.6.1 and 4.5.4)

I. In section 2.6.1 *Conversions process*, the following text after the fourth bullet:

- Changes can also be initiated from the medium-term process (MLT process) at the request of titleholders. The purpose of the MLT process is to agree within the rail sector on the necessary logistics developments until 2033. The output of the MLT process forms the basis for the preparation of the timetabling process (see section 4.5.0 *Preparation timetabling process*). For further information on the MLT process, see section 2.6.1 *Conversions process* and the Logistics Portal.

is with renumbering of the footnotes changed to:

- *Changes can also be initiated from the medium-term process (MLT process) at the request of titleholders. The purpose of the MLT process is to make agreements within the rail sector on the logistics developments needed over the next two to seven years. During this process, all product steps (such as frequency increases or the deployment of different and new rolling stock) are integrally tested for the period up to 2033. Product steps are tested for feasibility on various components by ProRail experts.[1] These feasibility tests include risk assessments for components such as track stability[2], traction power supply[3]and level crossing safety[4], which are carried out by ProRail's subject matter experts. The final judgment on whether there are technical restrictions to a desired product step rests with ProRail. The results of the feasibility tests are shared and discussed with the relevant titleholder.*

  The outcome of the (comprehensive) feasibility test may be that there are bottlenecks and that further research and/or measures are necessary before the desired product step can be implemented. This may lead to congestion statements for the near future (see section 4.6 Congested railway infrastructure). Following a congestion statement for the near future, the capacity analysis and capacity enhancement plan are funded by ProRail.[5] The outcome of the MLT process is an overview of product steps including a feasibility assessment. This forms the basis for the process of preparing the timetabling process (see section 4.5.0 Preparation timetabling process). For more information on the MLT process, see the Logistics Portal.

1 The various components concern: timetable, feasibility, stabling capacity, environmental capacity, noise, transfer safety, level crossing safety, train safety (including train detection), rolling stock approval, traction power supply, trackbed, structural works, track/switches, capacity allocation and ICT.

2 The risk assessment relating to track stability is based on Eurocode 0: NEN-EN 1990 - Foundations of structural design. This standardisation is also used as the basis for the national risk map. At present, the knowledge institutes TUDelft and Deltares are helping to develop a modified test method as described in RLN00414 Test of structural safety of existing trackbeds (see the Logistics Portal).

3 The risk assessment related to traction power supply takes place under the Energy TSI. This TSI refers in Appendix E to the European standards that must be met. ProRail's draft regulation OVS00012 Traction Power Supply 1500V DC elaborates on this (see the Logistics Portal).

4 The risk assessment in relation to level crossing safety takes place on the basis of the Railway Safety Policy Agenda 2020-2025 (The Ministry of Infrastructure and the Environment is working on a new policy agenda, ProRail will adjust the Network Statement if the new policy agenda gives cause to do so) and ProRail's procedure PRC00200 Risk Analysis and Risk Compensation for Level Crossing Safety (see the Logistics Portal).

5 For information on financing capacity-enhancing measures, see section 4.6 Congested railway infrastructure (under the heading financing).

II. In section 4.5.4 *Further description of the processes,* item a:

a. ProRail not only takes physical capacity into account when allocating capacity. It also assesses whether the request fits within the prevailing environmental (including noise) and safety (including rail and transfer safety) standards and whether other user restrictions apply, such as bridge openings.[6] The outcome of these tests could have implications for both capacity allocation (reduced or subject to conditions) and already acquired capacity rights (instructions given or withdrawn). The standards for noise and external safety are based on statutory provisions. As regards railway safety and transfer safety, standards and user restrictions arise from:
   - Applying risk management for changes in accordance with ProRail's safety management system (see also section 2.4.9 *Local user restrictions from the application of the safety management system*).
   - Changes in the capacity allocation in relation to the preceding year may not lead to an unsafe situation. A timetable risk analysis is carried out, including of the deviations from the planning norms.
   - Analysis of safety incidents in accordance with the safety management system, as well as the resolving of any shortcomings indicated by the Transport Inspectorate and/or Study Council.
   - Analysis of transfer safety based on the methodology of and the factors identified in the *Platform Safety Risk Model* (see the Logistics Portal), including an umbrella policy framework for platform safety.

is with renumbering of the footnotes changed to:

a. *When allocating capacity, ProRail takes into account not only the physical capacity. but also the characteristics of the infrastructure as set out in section 2.3 Infrastructure description, the user restrictions as set out in section 2.4 User restrictions and the user restrictions resulting from risk assessments carried out pursuant to the Railway Safety Directive.*

   Under the Railway Safety Directive[7], risks must be identified and changes to capacity allocation from a previous year must not lead to an unsafe(er) situation. The risk assessments are carried out by ProRail. This is usually already done in the MLT phase (at product steps, see section 2.6.1 Conversions process) but they can also take place at a later stage. In these risk assessments, ProRail considers risks in the areas of traction power supply, track stability and level crossing safety, among others. This assessment is carried out by ProRail's experts. If risks have been identified in the areas of track stability, traction power supply and level crossing safety that require further study a standstill policy applies. This policy means that the safety risks from the existing load on the track in recent years may not be increased. In principle, ProRail determines this existing load and translates this load into the maximum number of possible train runs per hour in both directions.

   If, based on an initial risk assessment, a product step is not possible without further study, ProRail will enter into consultations with the affected party regarding further execution. If no solution is found, ProRail declares the affected infrastructure congested (see section 4.6. Congested railway infrastructure).

---

6 See sections 2.3 *Characteristics of the railway infrastructure* and 2.4 *User restrictions*. Section 4.5.1 *Timetabling schedule and process* explains how these criteria are taken into account during capacity allocation.

7 Article 9(3)(e) of the Railway Safety Directive (Directive 2016/798/EU) and Article 3.1.2.1 of Regulation 2018/762/EU, Article 32 in conjunction with Article 35 Railway Act and Article 18 Railway Interoperability and Safety Regulation.

The results of the risk assessments may lead to (technical) capacity limitations due to risks in one or more elements. Analyses of safety incidents in accordance with the safety management system, as well as the resolution of shortcomings identified by the Inspectorate and/or the Dutch Safety Board may also lead to user restrictions and have significance for capacity allocation (less capacity or capacity to be allocated subject to conditions) and capacity rights already obtained (give or withdraw instructions).

III. In Appendix 2, the definition of 'product step' is amended as follows.

Product step

Requests from railway undertakings and governments for logistical developments are translated by ProRail into product steps ~~for the next two to seven years~~. Some examples of product steps are:
1. Frequency increases
2. Running different/new rolling stock on routes
3. Running longer rolling stock
4. Faster running on routes

The passage

Each timetable year, these product steps are integrally tested for feasibility and future-proofing. Based on any bottlenecks identified, the product steps will be translated into infrastructural measures including required investments. This package is discussed with the Ministry of Infrastructure and Water Management or the concession holder, after which decisions on the necessary investments are made and infrastructure projects are started.

lapses.

IV. With renumbering of the list, the following references to documents on the Logistics Portal are included in Appendix 6:

- OVS00012 Traction power supply 1500V DC
- PRC00200 Risk Analysis and Risk Compensation for Level Crossing Safety
- RLN00414 Test of structural safety of existing trackbeds

2 Binding ACM instruction on ProRail's obligation to inventory after the timetabling process whether expected capacity requests for subsequent years cannot be adequately allocated (section 4.6)

The current section 4.6 *Congested railway infrastructure:*

Capacity bottlenecks can be signalled during the timetabling process or following a forecast of capacity requests for the near future. Bottlenecks may concern physical or other limitations (including noise and rail safety) of the capacity. This could lead to ProRail declaring parts of the railway infrastructure congested.[8] After the congestion statement, capacity allocation takes place in compliance with statutory priority rules[9].

[8] The congestion statement is available for consultation on the ProRail website. See also Appendix 10, item 3 of the Network Statement.
[9] Sections 8 to 13 Railway Capacity Allocation Decree.

Following a congestion statement, ProRail will perform a capacity analysis[10] within 6 months. Within 6 months of completion of the capacity analysis, ProRail will draw up a capacity-enhancement plan[11] in consultation with the titleholders involved. Using a cost-benefit analysis, ProRail will establish the most cost-effective solution for the capacity-enhancement plan. Solutions can take the form of changes in either the infrastructure or the timetable. For an overview of published congestion statements, see Appendix 10, item 3.

is replaced in its entirety by the following text:

4.6 Congested railway infrastructure
ProRail declares the infrastructure congested[12] if ProRail finds that no agreement can be reached during the coordination phase with regard to conflicting requests relating to transport and a charge (as referred to in section 5.6.5.1 Scarcity tax) has not produced a satisfactory result. After the congestion statement, capacity allocation takes place in compliance with statutory priority rules.[13] The congestion statement is published on the ProRail website. For an overview of published congestion statements, see Appendix 10, item 3.

Congestion statement for the near future
ProRail also declares infrastructure congested if it is established that capacity bottlenecks are expected in the near future.[14] As a congestion statement for the following years is also followed by formal actions by ProRail, these congestion statements must be based on reliable information about the expected requests for the following years. In this context, reliable information means at least:
- *The information from the coordination phase of the capacity allocation process.*
- *The information based on a (newly) granted transport concession.*
- *A substantiated request from concession authorities in preparation for a transport concession yet to be granted.*
- *Forecasts of titleholders, such as substantiated[15] notifications of intended open access services to the infrastructure manager.[16]*
- *Forecasts by ProRail, based on (medium-)term capacity models, among others.[17]*

A congestion statement for the near future is established based on the above information and published on the ProRail website.

Capacity analysis and capacity enhancement plan
Following a congestion statement, ProRail will perform a capacity analysis[18] within 26 weeks. Within 26 weeks of completion of the capacity analysis, ProRail will prepare and send a capacity enhancement plan[19] to titleholders and the minister after consultation with relevant titleholders. Using a cost-benefit analysis, ProRail will establish the most cost-effective solution for the capacity enhancement plan. Solutions can take the form of changes in either the infrastructure or the timetable.

---

10 This analysis ensues from Section 7(2)(a) Railway Capacity Allocation Decree and can be consulted on the ProRail website.
11 This analysis ensues from Section 7(2)(c) Railway Capacity Allocation Decree and can be consulted on the ProRail website.
12 As referred to in Section 7(2) Railway Capacity Allocation Decree.
13 Sections 8 to 13 Railway Capacity Allocation Decree.
14 Section 7a Railway Capacity Allocation Decree.
15 For example, with a market analysis or the expected (timely) availability of rolling stock from the relevant titleholder.
16 As referred to in Section 574(4) Railways Act.
17 For example, the Integral Mobility Analysis
18 The content of the capacity analysis is set out in Article 50 of Directive 2012/34/EU. There may be specific studies that require more time than 26 weeks as part of the capacity analysis or capacity enhancement plan, such as runway stability studies. The parties involved will be informed of this.
19 The content of the capacity analysis is set out in Article 51 of Directive 2012/34/EU.

Financing
The costs of carrying out the capacity analysis and the capacity enhancement plan are financed by ProRail. The method of financing is an important element for the design and implementation of any measures (to infrastructure) from the capacity enhancement plan. Three categories of measures are linked to investment volume:

1. *Financing from the MIRT Minor Conversions programme: minor conversions to infrastructure can potentially be financed from the MIRT Minor Conversions budget. For this, ProRail makes a trade-off of and between the measures to the infrastructure. The main criteria for this are: project costs lower than €5 million, a positive Social Cost-Benefit Analysis in line with the Lifecycle Management system and fitting within the available budget.*

2. *Financing from other MIRT programmes: investments that cannot be financed from the MIRT Minor Conversions budget. These investments require ministerial approval as part of trade-offs in relation to other investment decisions. A capacity enhancement plan can therefore use this as an incentive for the minister to start a possible MIRT procedure and grant an additional subsidy.*

3. *Third-party financing: measures financed by third parties under the Management Concession granted to ProRail (Article 38 in conjunction with Article 40).*

Large-scale investment decisions require relatively long decision-making times. In such cases, ProRail informs the parties involved of progress.

3 Redesign request and capacity allocation process for freight trains (sections 4.2.3, 4.5.1, 4.5.3 and 4.8.2)

I. In section 4.2.3 *Submitting requests for train paths*, after the first sentence "Requests for a train path can be submitted to ProRail - depending on the type of request - in the following ways:", the following heading is added:

“For passenger and other transport, other than freight transport:"

II. Include the following provision in section 4.2.3 *Submitting requests for train paths* as the fourth bullet under the heading referred to at number I:

- *By means of a timetable designed in the DONNA application (see section 5.3.1 Train path and Appendix 23, item 4.1).*

‘

III. In section 4.2.3 *Submitting requests for train paths* under the enumeration for passenger and other transport, not being than freight transport, a second enumeration is included for freight transport:

For freight transport:
- *Via the Order Portal (see section 5.3.1 Train path and Appendix 23, item 4.1).*
- *By means of an own application via the Common Interface based on TAF/TAP TSI specifications (see section 5.3.1 Train path and Appendix 23, item 4.1).*
- *In another form to be agreed with ProRail.*

IV. In section 4.2.3 *Submitting requests for train paths*, the passage "Specifically for the timetabling process [...] (see section 5.3.1 and Appendix 23, item 4.1)." is changed as follows:

"Specifically for the timetabling process, use can be made of the Path Coordination System application for international capacity requests (PCS, see Appendix 23, item 4.2.1). Use of the PCS application is compulsory when requesting PreArranged Paths from the Corridor One-Stop-Shops (see below in this section)."

V. The penultimate paragraph of section 4.5.1.1 *Capacity allocation during works between Emmerich and Oberhausen* is changed as follows:

ProRail divides (rerouted) international freight trains, (rerouted) international high-speed transport and (rerouted) international public transport only ***in the time slots*** of standard freight paths.

VI. In the penultimate sentence of section 4.5.3 *Schedule and process for ad hoc requests*, the phrase "*[...] according to the priority rules of the VAB process.*" is changed as follows:

"In that case, capacity will be reallocated under management of ProRail *in* the VAB process."

VII. In section 4.8.2 *Alterations to allocated train paths by the infrastructure manager,* the first sentence after the fifth paragraph *(Details of adjusted routes […] under management of ProRail.):*

"If capacity is reallocated in the PreVAB and VAB process during the ad hoc phase, this is done using the following priority rules:"

is replaced entirely with the following text:

"Priority rules in the ad hoc phase
If capacity is reallocated in the ad hoc phase, this is done using the following priority rules:"

4 Lowering the alarm value for peak force measured by Quo Vadis/WILD from 700 kN to 550 kN (section 7.3.7.1)

In section 7.3.7.1 *Monitoring railway vehicles*, under the second bullet WILD, the text after the first dash

- 700 kN peak force (750 kN for the Zee-Zevenaar route section).

is changed to:

- 550 kN peak force

5 BODI available again for passenger transport operators (section 3.4.6, Appendix 8 and Appendix 23)

I. In section 3.4.6 *Requirements with regard to information provision*, the text of the last bullet is supplemented with the following passage:

"To then carry out capacity analyses for the handling and (long-term) stabling of rolling stock at passenger yards, ProRail makes the ICT service Handling and Stabling Data and Information (BODI, see Appendix 23, item 5.2) available to all railway undertakings engaged in passenger transport."

II. In section 7.3.5.2.1 Stabling and shunting, the following is added as the sixth bullet to item 2.1 of the table:

- *"The use of the ICT service Handling and Stabling Data and Information (BODI) by railway undertakings engaged in passenger transport (see Appendix 23, item 5.2), necessary for access into information on stabling yard utilisation up to 10 years into the future (the access is limited to the railway undertaking's own data).*

III. In Appendix 23 *ICT and Information Services*, in the summary table, the following is inserted after the line on *Spoorbezettingsplan* (track occupation plan):

Handling and Stabling Data and Information (BODI).	Application enabling capacity analyses to be performed for the purpose of handling and (long-term) stabling of passenger rolling stock at marshalling yards.	Appendix 23 - 5.2	3.4.6 and Appendix 8

IV. In Appendix 23 ICT- and Information Services, the following table is inserted as item 5.2.

5.2 Description of ICT and information services related to shunting as part of the stabling and shunting service

Shunting as part of the stabling and shunting service		
1. General information		
1.1	Facility	The stabling and shunting service falls under Category 2 of Annex II to Directive 2012/34/EU. The Handling and Stabling Data and Information ICT service (BODI) is offered as part of the stabling and shunting service. Handling and Stabling Data and Information (BODI) is an ICT service that provides ProRail with information on the utilisation of railway yards up to ten years into the future. This ICT service is intended only for railway undertakings engaged in passenger transport.
1.2	Service provider	ProRail
1.3	Term of validity	This ICT service is offered during the term of the Network Statement.
2. Function		
2.1	Description	BODI is a tool for carrying out capacity analyses for the handling and (long-term) stabling of rolling stock at passenger yards. The capacity needs of railway undertakings engaged in passenger transport are mapped in the application and compared with the available supply. Such analyses form the basis for identifying capacity bottlenecks and deciding on measures to increase capacity. For more information on delivering yard utilisation data up to ten years into the future, see section 3.4.6 and Appendix 8, item 1.1.
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 service desk: during working days from 08:00 – 17:00.

3.1.2	Technical characteristics	Access to the web-based BODI application, which runs in a web browser.
3.1.3	Planned changes	N/A
4. User costs		
4.1	Information related to the user charge	No charge is levied for the use of this ICT service. MultiFactorAuthorisation based on a Microsoft account is used for access. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account.
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	As this ICT service is hosted in the Microsoft Cloud, the following are required to use BODI: • A workstation with a modern web browser. • Accepting the Microsoft Business-to-Business status.
6. Capacity request		
6.1	Access request	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 ProRail client but does not yet have an account, you can apply for one via your company's administrator. If you have a ProRail account, you can request access to an application via IDM.
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

V. The following sentence is added to Appendix 8, after the last sentence of item 1 (The (Excel) format in which this data can be supplied is available from ProRail at DG-BODI@prorail.nl.):

"The capacity needs and analyses in the area of handling and stabling can be viewed through the Handling and Drafting Data Information (BODI) ICT service, see Appendix 23 item 5.2."

6 ICT services accessed via the GMS portal can now also be accessed via a business-to-business (B2B) account (Appendix 23)

I. In Appendix 23 item 4.1 *Submitting or changing a capacity request and confirming departure as part of the train path service*, the following text is added in line 4.1 of the table:

"MultiFactorAuthorisation based on a Microsoft account can be used for access to the Order Portal" and My Trains. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

II. In Appendix 23 item 5.1 *Shunting as part of the train path service*, the following text is added to line 4.1 of the table:

"MultiFactorAuthorisation based on a Microsoft account can be used to access WLIS Departure Compositions and WLIS Track Occupations. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

III. In Appendix 23 item 6.1 *Information on and coordination of capacity for works as part of the train path service*, the following text is added to line 4.1 of the table:

"MultiFactorAuthorisation based on a Microsoft account can be used to access TCR files. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

ProRail B.V.
Utrecht, March 2025