

## Supplement 2 to the Network Statement 2025

ProRail has adopted the following supplements and/or amendments to the Network Statement 2025, in accordance with the provisions of section 1.5.2 of this Network Statement.

### 1 Capacity allocation during works between Emmerich and Oberhausen (section 4.5.1.1)

I. The following paragraph is deleted from section 4.5.1.1:

*"Criteria and priority rules for competing requests on the diversion routes  
Joint criteria and priority rules are drawn up in coordination with DB Netz. These are published in the Network Statement after adoption."*

II. Instead the following paragraph is added:

*'The following additional information can be found on the [Logistics Portal](#) regarding works between Emmerich and Oberhausen: the "Congestion measures declaration 80th week 2025 -2026 Emmerich – Oberhausen DB InfraGO" and the "Nutzungsvorgaben für die als temporär überlastet erklärten Schienenwege während der ABS-Maßnahme Oberhausen – Emmerich (2025 und Halbjahr 2026)" of DB InfraGO.'*

III. In Appendix 6, the following documents with hyperlink to the Logistics Portal are inserted with renumbering of the following items:

- *Congestion measures declaration 80th week 2025 -2026 Emmerich – Oberhausen DB InfraGO*
- *Nutzungsvorgaben für die als temporär überlastet erklärten Schienenwege während der ABS-Maßnahme Oberhausen – Emmerich (2025 und Halbjahr 2026)*

### 2 Indexation of charges (Chapters 5 and 7 and Appendix 23)

I. In section 5.2, the text of the second to last paragraph (The charges set out in section [...] in force on 10 December 2023.) is deleted and replaced with the following text:

*"The charges set out in sections 5.3, 5.4 and 5.5 are exclusive of VAT. The charges are based on price level 2025, unless stated otherwise. For further explanation, see section 5.8.1. For the period from 15 December 2024 up to and including 31 December 2024, the charges in the Network Statement 2024 in force on 15 December 2024 apply."*

II. In section 5.3.1 'Train path', the table at item 4.1 is replaced with the table below.

Weight category of the train	Rate (per train kilometre)
up to 120 tons	€0.4354
from 121 to 160 tons	€0.5442
From 161 to 320 tons	€0.6923
from 321 to 600 tons	€0.9622
from 601 to 1,600 tons	€1.5457
from 1,601 to 3,200 tons	€1.8635
from 3,201 tons	€2.0202

III. In section 5.3.2 'Platforms', the table at item 4.1 is replaced with the table below.

Station class	Rate (per stop)
Stop	€0.09
Basic	€0.36
Plus	€0.88
Mega	€1.34
Cathedral	€2.53

IV. In section 5.3.3 'Tractive power supply', the table at item 4.1 is replaced with the table below.

Rate (per kilowatt hour)
€0.022720

V. In section 5.4.2 'EVA', the table at item 4.1 is replaced with the table below.

Rate (per kilowatt hour)
€0.000386

VI. In section 5.4.3 'Exceptional Transport', the table at item 4.1 is replaced with the table below.

Charge (per requested customised scheme)
€207.36

VII. In section 5.5.2 'Auxiliary services for the provision of supplementary information, including charges', the charges in table 5.3 are changed as follows:

FRISO	<b>€5,253</b> Per account
Order Portal	<b>€1,404</b> Per account above applied graduated scale
SpoorWeb	<b>€3,549</b> Per account above applied graduated scale
SpoorViewer (VIEW)	<b>€130</b> Per account above applied graduated scale
Planning and performance information (according to NL standard)	<b>€4,959</b> Per connection
MeekijkVOS	<b>€2,299</b> Per account
RouteLint	<b>€0.009727</b> Per forecast train kilometre
ORBIT	<b>€0.008435</b> Per forecast train kilometre
TOON	<b>€442</b> Per account
Approval Monitoring	<b>€1,105</b> Per account above applied graduated scale

PREI	<b>€2,316</b> Per day for use of the ProRail ERTMS Integration Lab
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VIII. In section 5.6.7.1 'Determination of compensation for rerouted kilometres', table 5.6 is replaced with the table below.

Market segment	Weight	Compensation train path
Freight services	650 tonnes	€1.5457
Passenger transport services	350 tonnes	€0.9622
	150 tonnes	€0.5442

IX. In section 5.6.7.2 'Determination of compensation on consent', table 5.7 is replaced with the table below.

Market segment	Weight	Compensation for stabling	Compensation on agreement	Total compensation
Freight services	650 tonnes	€2.0075	€9.8422	€11.8497
Passenger transport services	350 tonnes	Based on out-of-pocket costs	Based on out-of-pocket costs	Based on out-of-pocket costs
	150 tonnes	Based on out-of-pocket costs	Based on out-of-pocket costs	Based on out-of-pocket costs

X. In section 5.6.7.2 'Determination of compensation on agreement', table 5.8 is replaced with the table below.

Market segment	Weight	Compensation for cancellation
Freight services (per train)	650 tonnes	€1,362.71
Passenger transport services	350 tonnes	Based on out-of-pocket costs
	150 tonnes	Based on out-of-pocket costs

XI. In section 5.6.7.3 'Graduated scale on agreement', table 5.9 'Compensation and Cancellation with graduated scale' is replaced with the table below.

Market segment	Weight	Compensation for rerouting		
		Outside 30 days	From 30 days	From 14 days
Freight services	650 tonnes	€11.8497	€18.2302	€18.5127
Passenger transport services	350 tonnes	Based on out-of-pocket costs	Based on out-of-pocket costs	Based on out-of-pocket costs
	150 tonnes	Based on out-of-pocket costs	Based on out-of-pocket costs	Based on out-of-pocket costs
Market segment	Weight	Compensation for cancellation		
		Outside 30 days	From 30 days	From 14 days
Freight services	650 tonnes	€1,362.71	€2,096.48	€2,128.96

Passenger transport services	350 tonnes	Based on out-of-pocket costs	Based on out-of-pocket costs	Based on out-of-pocket costs
	150 tonnes	Based on out-of-pocket costs	Based on out-of-pocket costs	Based on out-of-pocket costs

- XII. In section 7.3.1 under the heading *Charges*, the text of the second paragraph is deleted and replaced with:

*"The charges are based on price level 2025, unless stated otherwise. For further explanation, see section 5.8.1. The way in which these charges are indexed is described in detail in the aforementioned allocation methods relating to these services. For the period from 15 December 2024 up to and including 31 December 2024, the charges in the Network Statement 2024 in force on 15 December 2024 apply."*

- XIII. In section 7.3.2.2.1 'Transfer facility at passenger stations', the table in item 4.1 is replaced with the table below.

Station class	Rate (per stop)		
	Train stop code		
	A	B	C
Stop	€2.90	€7.57	€9.11
Basic	€3.96	€10.35	€12.46
Plus	€6.56	€17.14	€20.63
Mega	€8.38	€21.90	€26.36
Cathedral	€17.84	€46.62	€56.12

- XIV. In section 7.3.5.2.1 'Stabling and shunting', the table in item 4.1 is replaced with the table below.

Type railway yard / track	Rate per minute (per track)
All railway yards except the splitting tracks at Kijfhoek	€0.04420 + €0.0004284 x track length in metres
Splitting tracks at Kijfhoek marshalling yard	€0.04420 + €0.0004284 x track length in metres

- XV. The indexed charges are implemented as follows in Appendix 23:

ICT or information service	Item	Indexed charge
FRISO	2.1 Description of ICT and information services related to simulation environments falling under ancillary services	€5,225 per account
ProRail ERTMS Integration Lab (PREI)	2.1 Description of ICT and information services related to simulation environments falling under ancillary services	€2,316 per day for use of the ProRail ERTMS Integration Lab
RouteLint	3.2 Description of ICT and information services for drivers falling under ancillary services	€0.009727 per forecast train kilometre
ORBIT	3.2 Description of ICT and information services for drivers falling under ancillary services	€0.008435 per forecast train kilometre

Order Portal	4.1 Description of ICT and information services for submitting or changing a capacity request and confirming departure as part of the train path service	€1,404 per account
SpoorWeb	8.1 Description of the ICT and information services for Viewing and coordinating incidents and emergencies as part of the train path service	€3,549 per account
SpoorViewer (VIEW)	9.1 Description of ICT and information services for intervention purposes as part of the train path service	€130 per account
MeekijkVOS	9.2 Description of ICT and information services for intervention purposes falling under ancillary services	€2,299 per account
Planning and performance information (according to NL standard)	9.2 Description of ICT and information services for intervention purposes falling under ancillary services	€4,959 per connection
Approval Monitoring	10.2 Description of ICT and information services information on and coordination of delivered performance as part of the train path service	€1,105 per account
TOON	10.3 Description of ICT and information services for information on the delivered performance falling under ancillary services	€442 per account

### 3 Changes to text passenger transport performance scheme due to late availability of data for Network Statement 2025 (sections 5.7.1.1 and 5.7.1.2)

- I. In section 5.7.1.1 Defects in rail vehicles, under the heading '*Measuring and discussion regime*', the sentence above the first two bullets is changed as follows:

"ProRail will publish on the Logistics Portal **as soon as the 2024 Monitoring Data are verified, but no later than April 2025.**"

- II. In section 5.7.1.1 Defects in railway vehicles, under the heading '*Measuring and discussion regime*', the sentence above the second two bullets is changed as follows:

"ProRail will publish on the Logistics Portal after the end of the 2025 timetable year **as soon as the 2025 Monitoring Data are verified, but no later than April 2026.**"

- III. In section 5.7.2.1 Delivered train paths, the first sentence under the heading '*Measuring and discussion regime*' is changed as follows:

"ProRail will publish the value of the indicator per railway undertaking on the Logistics Portal after the end of the 2025 timetable **as soon as the 2025 monitoring data are verified, but no later than April 2026.**"

### 4 General Terms & Conditions 2024 (Appendix 5)

In Appendix 5, the General Terms & Conditions Access Agreement ProRail 2024 (version 31 May 2023) are replaced with the General Terms & Conditions Access Agreement ProRail 2025.

## 5 Correction to user restrictions (Appendix 9)

- I. In Appendix 9 Route sections with user restrictions, the following changes are made to the user restrictions in the table below.

4.	Valburg - Nijmegen Betuweroute	Track in connecting curve near Elst direction Nijmegen (return)	<i>The connecting curve is not in use.</i>
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- II. In Appendix 9 Route sections with user restrictions, the Willemspoortunnel and the Besttunnel are deleted from point 7. The Botlektunnel is added.

ProRail B.V.  
Utrecht, June 2024