

Supplement 3 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 New section 5.6.9 Financial compensation for longer stabling due to disruptions and restrictions

The following new section is inserted after section 5.6.8:

"5.6.9 Financial compensation for longer stabling due to disruptions and restrictions

Rail infrastructure disruptions or restrictions may result in a longer stabling period. In the marshalling yards where the charge for the stabling and shunting service is levied on the basis of the actually realised stabling period, this longer stabling period for the titleholder results in a higher charge due for this service. ProRail provides compensation for this.

The longer stabling period due to disruptions and restrictions cannot be determined for individual situations. For this reason, in cases where the charge for the stabling and shunting service is levied on the basis of the actually realised stabling period, a stabling period of sixty minutes is compensated. If the realised stabling period is less than sixty minutes, the compensation amount will be equal to the realised stabling period.

The total compensation amount will be calculated by multiplying the stabling period of up to sixty minutes by the charges for the stabling and shunting service as included in section 7.3.5.2.1 Stabling and shunting, minus the subsidy amounts applicable under the 'Temporary subsidy scheme stabling and shunting rail freight transport 2023 - 2025'¹.

The compensation only applies in those situations where a charge for the stabling and shunting service is due. This means, for example, that in situations where an exemption applies for so-called non-commercial stops (see point 4.1 in section 7.3.5.2.1 Stabling and shunting) and in situations where a zero rate scheme applies in connection with management (see point 4.2 in section 7.3.5.2.1 Stabling and shunting), no compensation will be granted.

This compensation is applicable during the calendar year 2025."

2 Adjustment of compensation amounts for cancellation of freight trains due to ad hoc works (sections 5.6.7.2 and 5.6.7.3).

- I. In section 5.6.7.2, the amount in table 5.8 *Compensation cancellation after consent* for cancelling freight train services is changed from €1362.71 to €1694.51.
- II. In section 5.6.7.3, in table 5.9 *Compensation Diversion and Cancellation with graduated scale*, the amounts for cancelling freight train services are changed:
 - Outside 30 days: €1694.51 (was €1362.71)
 - From 30 days: €2606.92 (was €2096.48)
 - From 14 days: €2647.32 (was €2128.96)

¹ [Wetten.nl - Regeling - Tijdelijke subsidieregeling opstellen en rangeren spoorgoederenvervoer 2023-2025 - BWBR0047662 \(overheid.nl\)](https://www.wetten.nl - Regeling - Tijdelijke subsidieregeling opstellen en rangeren spoorgoederenvervoer 2023-2025 - BWBR0047662 (overheid.nl))

3 Correction technical characteristic ICT service Spoorbezettingsplan (Appendix 23, item 5.3)

In Appendix 23, section 5.3, in the table 'Shunting as a support service' line 3.1.2

3.1.2	Technical characteristics	Spoorbezettingsplan: Spoorbezettingsplan (Track Occupation Plan) is part of GMS and can be accessed via this portal.
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is replaced with:

3.1.2	Technical characteristics	Spoorbezettingsplan: Spoorbezettingsplan (Track Occupation Plan) is part of SpoorViewer and can be accessed via this.
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4 System licence fee Enterprise Dynamics, optional part of FRISO, adjusted (Appendix 23, item 2.1)

In Appendix 23, item 2.1 *Description of the ICT and information services relating to simulation environments falling under ancillary services*, in line 4.1 of the table *Information regarding the user charge*, the amounts of the optional licence fees for the Enterprise Dynamics simulation platform are adjusted as follows:

	Units	Price⁽²⁾
<i>System licence</i>	<i>Per year</i>	€8,261.67
<i>Training</i>	<i>1 day</i>	€1,563.24
<i>Technical Support (Installation and General)</i>	<i>Per 4 hours</i>	€577.20
<i>Other (functional) support</i>	<i>TBD</i>	

5 ProRail applications access policy

I. In Appendix 23, under the section on ProRail's browser policy, the following is inserted:

"ProRail applications access policy

In order to guarantee secure cooperation in terms of cybersecurity (see also the [NIS2 directive](#)), ProRail has chosen to use Multi Factor Authentication based on a Microsoft account for access to the ICT and information services offered by ProRail. The term ProRail uses for this is "access on the basis of a business-to-business account (also abbreviated as B2B account). New ICT services will, if possible, be directly accessible via a business-to-business account. This form of login will be set up for existing services, if possible. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

² The stated amounts regarding licence, training and technical support have been determined by the supplier of the Enterprise Dynamics simulation platform and are indicative. When purchasing optional licences, the actual costs will be charged.

- II. In Appendix 23, item 1.3 *Description of publication systems relating to railway infrastructure and/or service facilities* the following provision is added to line 4.1 of the table *Information relating to the user charge*:

"Multi Factor Authentication based on a Microsoft account is used for access. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

- III. In Appendix 23, item 5.1 *Description of ICT and information services related to shunting as part of the train path service*, the following provision is added to line 4.1 *Information related to the user charge*:

"Multi Factor Authentication based on a Microsoft account is used for access. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

- IV. In Appendix 23, item 9.1 *Description of ICT and information services for the purpose of updating as part of the train path service*, the following provision is added to line 4.1 *Information relating to the user charge*:

"Multi Factor Authentication based on a Microsoft account is used for access. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

- V. In Appendix 23, item 13.1 *Description of the Logistics Portal publication system*, the following provision is added to line 4.1 *Information regarding the user charge*:

"Multi Factor Authentication based on a Microsoft account is used for access. Costs are charged to the titleholder by Microsoft for business use of a Microsoft account."

6 The Mijn Treinen application (My Trains) extended with new functionalities and now available to all railway undertakings for silent communication (section 4.5.4.2 and Appendix 23)

- I. In section 4.5.4.2 *Ancillary systems*, the text following 'Mijn Treinen' in table 4.7 is replaced entirely with the following passage:

"Overview of all scheduled trains for the next 24 hours, with the option to display all scheduled trains in the VOS allocation plan. This allows the railway undertaking to perform certain interventions."

- II. In Appendix 23 *ICT and information services*, in the overview table of ICT and information services, the text following 'Mijn Treinen' is replaced entirely by the following passage:

"Overview of all scheduled trains for the next 24 hours, with the option to display all scheduled trains in the VOS allocation plan. This allows the railway undertaking to perform certain interventions. Railway undertakings only have access to their own scheduled trains."

- III. In Appendix 23, item 4.1 *Description of ICT and information services for submitting or modifying a capacity request and confirming departure as part of the train path service*, the description of the 'Mijn Treinen' ICT service in line 2.1 of the table is replaced with the following text:

"Mijn Treinen shows by default an overview of all scheduled trains related to the railway undertaking for the next 24 hours (with the option to display all scheduled trains in the VOS allocation plan) and of running trains (with the option for the railway undertaking to easily submit certain intervention requests)."

For railway undertakings, these include intervention requests such as:

- *Requesting current timetables known to ProRail*
- *Requesting train paths (forwarded to Order Portal)*
- *Changing train paths (forwarded to Order Portal)*
- *Cancelling train paths (takes place automatically via the Order Portal)*

- Forwarding of further message or conditional delay at any handling point
- Alerts for handling a request, change or cancellation of a train path

For freight carriers, the following additional functionalities are available:

- Freight trains check-in (GTI), including alerts
- Insight into the status of the departure composite, including alerts
- Alert if a freight train with running characteristic GO does not have a valid departure composition in a timely* manner.

* Timely depends on the agreements in force at the time. It has been agreed as a start that an alert will be displayed at fifteen minutes before actual transit time at the border or at fifteen minutes before departure in the Netherlands by means of an information button 'No Valid Departure Composition, urgent action required'."

7 Adjustment of access and charge for Monitoring Approval application (sections 5.3.1, 5.5.2 and Appendix 23 item 10.2)

- I. In section 5.3.1 Train path, in item 2.1 of the table (Description) under point m, the second sentence of the second paragraph:

The standard for this is 1 subscription per 1,000,000 budgeted train kilometres per year, with a minimum of 2 subscriptions."

is changed to:

"The standard for this is 16 season tickets plus the number per 1,000,000 train kilometres budgeted per year."

Budgeted traffic volume per year (train kilometres)	Number of subscriptions to Approval Monitoring (Monitoring-Fiatteren)
from 5.0 million	5
between 1.0 and 2.5 million	7
to 1.0 million	8

- II. In section 5.5.2, the stated fee for Approval Monitoring is changed to €209 (was €1,105).
- III. In Appendix 23, item 10.2 *Information and reconciliation of performance from the train path service*, the stated fee is changed to €209 (was €1,105).

8 Editorial adjustment information service *Viewing and coordinating incidents and calamities as part of the train path service* (Appendix 23, item 8.1)

The table lines below are deleted because they were inadvertently duplicated in the Network Statement.

5.4	IT systems	The application can be accessed from any computer with Chrome as the browser and an Internet connection, and for existing users it can also be accessed at Logistics Portal --> Applications .
6. Capacity request		
6.1	Access request	If you want to use ProRail applications, you need a ProRail account as a client of ProRail: <ul style="list-style-type: none"> • If your railway undertaking is not yet a client of ProRail, click for further information on the request procedure.

		<ul style="list-style-type: none">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 .
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.
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