

Capacity Strategy for the Netherlands

Working Timetable 2030

Department Capacity Management
Reference NLTR-903684274-1446
Version 0.1
Status Draft
Date 14/09/2026

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1 Introduction

European Capacity Regulation

The new EU Regulation on the use of railway infrastructure capacity in the single European railway area, 2026/1184 (hereinafter referred to as the Capacity Regulation¹), has entered into force and will be fully applied from the 2031 working timetable year onwards. The purpose of the Capacity Regulation is to create a single European railway area in which timetables are harmonised at European level and the procedure for requesting and allocating capacity is standardised. This will ensure that international train paths connect with one another, infrastructure works are coordinated and information on infrastructure changes is shared in a timely manner. In addition, capacity in the annual timetable will be allocated earlier, enabling passenger operators to start selling tickets for international passenger trains sooner, thereby providing a more attractive and sustainable alternative to air travel. For freight operators, by contrast, the aim is to retain sufficient capacity and high-quality international train paths until the time of operation.

A *European Framework for Capacity Management* (EFCM) is also being developed in connection with the Capacity Regulation. The EFCM provides further details on matters that have not yet been defined in the Capacity Regulation. Among other things, the EFCM provides a more detailed description of the processes and content of the products used for strategic capacity planning, including the template for the Capacity Strategy. The aim is to make clear to operational stakeholders in advance what they can expect and to ensure that infrastructure managers provide comparable information in the same format.

Both the EFCM and the Capacity Strategy template will be subject to consultation at European level in Q1 2027. This consultation will be open to all operational stakeholders. These documents must also be adopted at European level by the European Network of Infrastructure Managers (ENIM)² by 12 December 2027 at the latest.

Strategic capacity planning

This entails a major change to the process of capacity planning, capacity requests and capacity allocation. From the 2031 working timetable onwards, strategic capacity planning – the process preceding the annual timetable allocation process – will have legal status. The Capacity Regulation identifies three products in the strategic capacity planning phase: the Capacity Strategy, the Capacity Model and the Capacity Supply Plan. Figure 1 shows all planning phases within capacity management. For each planning phase, the period during which it takes place is indicated, with X representing the start of the working timetable year and the number following it representing the number of months prior to that date.

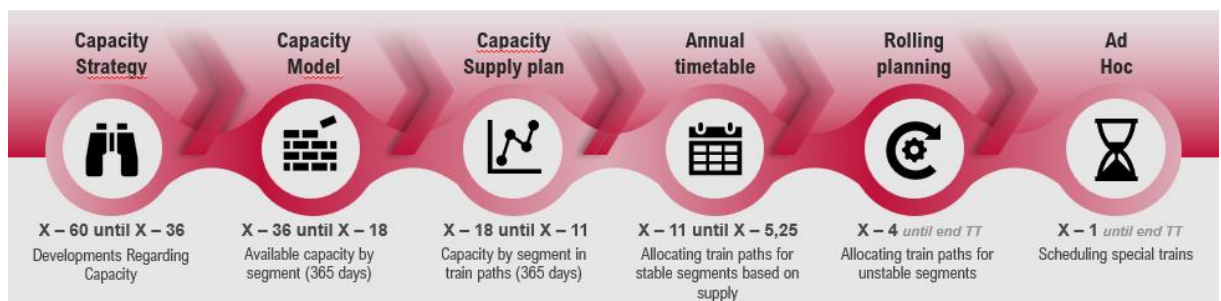


Figure 1: Capacity management planning phases under the Capacity Regulation

¹ Regulation (EU) 2026/1184; [Regulation - EU - 2026/1184 - EN - EUR-Lex](#)

² ENIM is the network of infrastructure managers within Europe (to which the Capacity Regulation applies).

The first phase of strategic capacity planning is the Capacity Strategy. This phase begins five years before the start of the working timetable and runs until three years before the start of the working timetable. This is followed by the Capacity Model phase, which is based on the Capacity Strategy.

Legal status

The Capacity Regulation entered into force in June 2026 and states that it will be fully applicable for the 2031 working timetable year.

The Capacity Strategy 2030 is not legally binding. ProRail has chosen to prepare the new Capacity Strategy 2030 using the template currently being developed within the EFCM. Compared with the Capacity Strategies produced for 2025-2029, several new topics have been added. ProRail has also chosen to produce a national version rather than – as in previous years – a joint version with several infrastructure managers.

ProRail will publish the Capacity Strategy 2030 three years before the start of the working timetable (at X-36) and will not subsequently amend this document. If changes occur relative to the published Capacity Strategy 2030, these will be incorporated into the subsequent products: the Capacity Model 2030 and/or the Capacity Supply Plan 2030.

Capacity Strategy 2030 timeline

The timeline for the Capacity Strategy 2030 has been agreed with RailNetEurope (RNE) and all infrastructure managers. This timeline is set out in the table below.

Table 1: Capacity Strategy 2030 timeline

Date	Description
14 September 2026	Publication of draft Capacity Strategy 2030 and start of consultation
16 November 2026	Deadline for consultation responses
14 December 2026	Publication of Capacity Strategy 2030

Purpose of the Capacity Strategy

The Capacity Strategy contains the basic principles for infrastructure, temporary capacity restrictions, capacity, methodologies and planning principles. Operational stakeholders such as applicants, operators, railway undertakings, terminals and competent authorities can use the information in the Capacity Strategy to develop future plans.

As demand for capacity is growing faster than the supply of capacity, tighter management is required. Strategic capacity planning, starting with the Capacity Strategy, provides ProRail with an approach for effectively accommodating the growing demand for rail capacity. In addition, the products produced as part of strategic capacity planning will give operators greater clarity regarding what capacity will be available at which locations.

International coordination of the Capacity Strategy

Matters with a cross-border impact have been coordinated and harmonised with the infrastructure managers in Belgium and Germany, Infrabel and DB InfraGO respectively. The results have been incorporated into this document. See also the table below.

Table 2: Overview of foreign infrastructure managers involved

Infrastructure managers involved	
ProRail	Manager of the Dutch main railway infrastructure
Infrabel	Harmonisation of cross-border sections between the Netherlands and Belgium
DB InfraGO	Harmonisation of cross-border sections between the Netherlands and Germany

Contact information

Consultation responses concerning this document may be submitted within the timeline specified above using the consultation form via ttr@prorail.nl. Any other questions concerning the Capacity Strategy 2030 may also be sent to this email address.

2 Geographical scope

Strategic capacity planning must cover at least the segments and nodes of the TEN-T core network and extended core network³, as specified in Annex I to Regulation (EU) 2024/1679. Since this requirement under the Capacity Regulation already covers a large proportion of the network, and because the Dutch rail network is highly interconnected, ProRail has decided to include its entire network within the scope of strategic capacity planning. Figure 2 shows the geographical scope of strategic capacity planning for 2030.

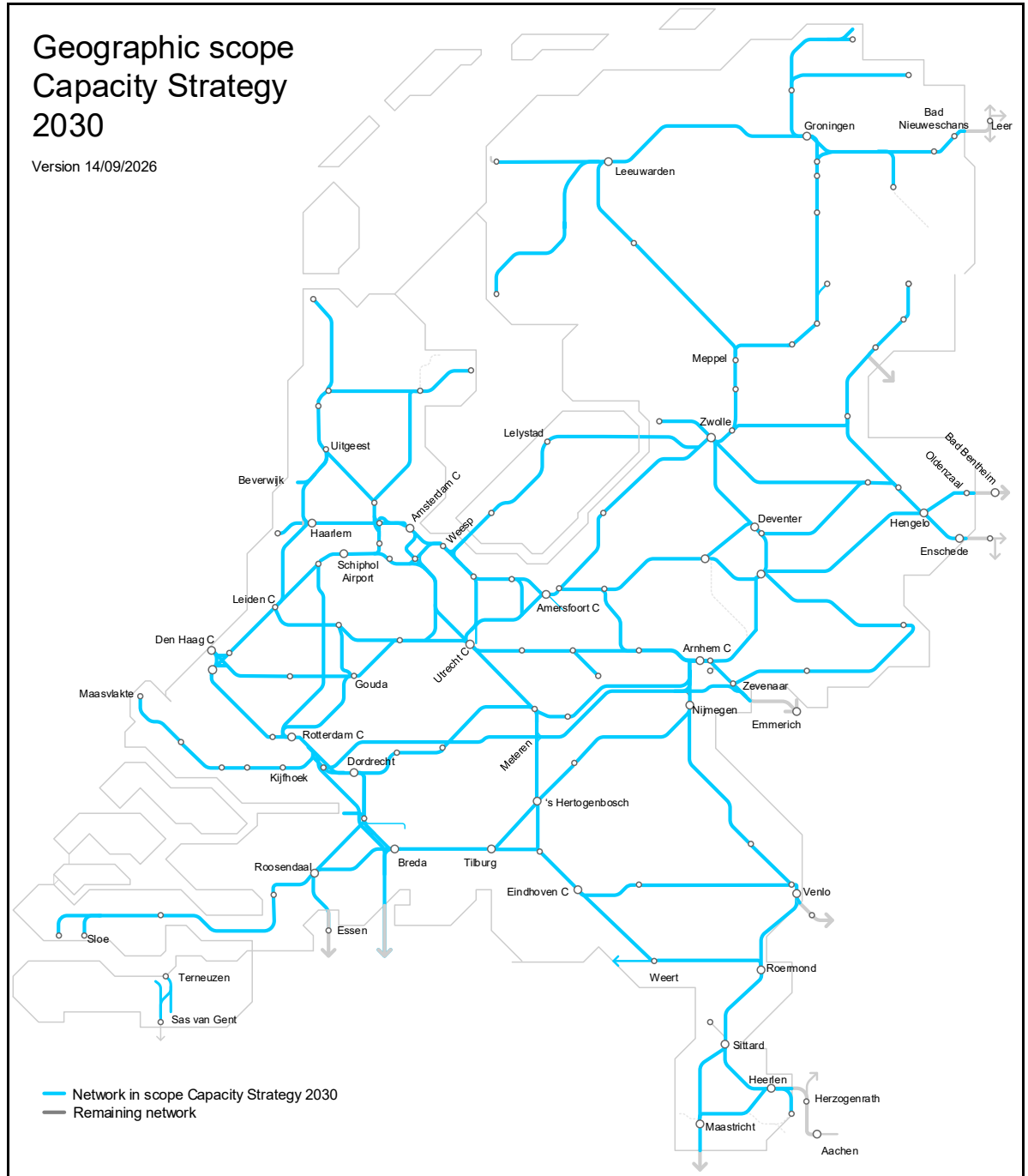


Figure 2: Geographical scope of strategic capacity planning 2030

³ See Article 14(6) of Regulation (EU) 2026/1184; [Regulation - EU - 2026/1184 - EN - EUR-Lex](#)

An overview of terminals and service facilities can be found on the [Rail Facilities Portal](#). The terminals and service facilities themselves do not fall within the geographical scope of the Capacity Strategy. Only the railway lines and connections to these terminals and service facilities are within scope.

3 Rail transport services used for the purposes of strategic planning

Article 14 of the Capacity Regulation⁴ sets out a harmonised list of transport categories for passenger and freight services that must be used in strategic capacity planning. The prescribed train types are shown under 'European category' in Table 3, together with an additional 'Other' category. ProRail uses the prescribed European categories for strategic capacity planning. As ProRail understands the inter-urban category to cover only international long-distance trains from Amsterdam via the border crossings described in Table 3, a national category has also been included for clarification. The national category, including its description, provides a more detailed specification of the European category.

Table 3: Overview of categories for strategic capacity planning

European category	National category	Description
Inter-urban	International long-distance	Cross-border long-distance passenger trains on the Amsterdam – Oldenzaal / Zevenaar / HSL Breda / Roosendaal corridors
Urban and regional	Urban and regional	Passenger trains calling at the specified stations
Freight	Freight	Freight trains
Other	Infrastructure trains	Capacity reserved for the infrastructure manager

The Capacity Model will specify in greater detail the characteristics and parameters associated with each capacity model object, such as stopping pattern, speed and train length.

⁴ Regulation (EU) 2026/1184; [Regulation - EU - 2026/1184 - EN - EUR-Lex](#)

4 The strategic guidance on capacity utilization by Member States

Under Article 4 of the Capacity Regulation⁵, Member States may provide the infrastructure manager with strategic guidance. Where a Member State provides such guidance, it is presented in this chapter according to a prescribed structure.

Strategic guidance may relate to:

- General objectives of national railway policy;
- Expected developments in railway infrastructure;
- General requirements and guidance concerning the use of railway infrastructure capacity;
- Outlook regarding planned developments in rail transport services operated under public service obligations.

Member States may determine that one or more of the following elements are binding by requiring infrastructure managers to:

- Apply specific timetable designs, such as integrated clock-face timetables;
- Reserve minimum volumes of capacity for the categories included in Chapter **Fout! Verwijzingsbron niet gevonden.**;
- Pre-plan railway infrastructure capacity on certain segments and nodes;
- Reflect national transport policy priorities by incorporating national parameters into the capacity partitioning methodology and the formal conflict resolution mechanism.

No strategic guidance is available for the Capacity Strategy 2030. However, the Ministry of Infrastructure and Water Management is working on the development of strategic guidance. ProRail expects strategic guidance from the Ministry of Infrastructure and Water Management to be available for the Capacity Strategy 2031.

⁵ Regulation (EU) 2026/1184; [Regulation - EU - 2026/1184 - EN - EUR-Lex](#)

5 Forecasted development of demand for rail transport services

This chapter provides information on the expected numbers of trains that need to be taken into account in strategic capacity planning. A distinction is made between forecasts for the various train categories described in Chapter **Fout! Verwijzingsbron niet gevonden.**, with the exception of the infrastructure train category.

RailNetEurope (RNE) is currently working on the European Transport Market Study (ETMS). However, the results are not expected until 2027 and therefore cannot yet be included in the Capacity Strategy 2030.

ProRail has forecasts for both passenger and freight traffic for the 2040 forecast year. This is currently the earliest forecast year available for long-term forecasts. Further details are provided below for each segment.

Passengers

Transport demand and supply do not develop independently of one another. Greater demand creates more supply, and greater supply creates more demand. In ProRail studies, passenger demand forecasts are therefore usually prepared by assuming a fixed number of train services per hour and estimating the resulting passenger demand.

Urban and regional (domestic services + regional cross-border services)

The 2025 Reference Forecasts use the 6-Basic Timetable as their starting point. The traffic flows are shown in Figure 9 in Appendix B. This timetable was developed in cooperation with regional and national authorities and assumes 6 Intercity services and 6 Sprinter services⁶ per hour on the busiest corridors. The 6-Basic Timetable is the result of numerous iterations in which the impact of the timetable on transport demand was examined, and the timetable was developed on the basis of adopted policy. This timetable was most recently adopted by the Ministry of Infrastructure and Water Management, the operators involved and ProRail in the sector team on 15 May 2024. In accordance with agreements reached at the National Public Transportation and Rail Roundtable (Letter to Parliament, reference number IENW/BSK-2025/303925), ProRail also takes the Growth Reference into account. The Growth Reference timetable presented here primarily alleviates the pressure on a few trains that, according to the 2021 Integrated Mobility Analysis, are at risk of becoming increasingly crowded.

International long-distance

The international forecasts also use the 6-Basic Timetable as their starting point, but for this category the hourly pattern is further broken down by destinations abroad. This is done approximately every five years. ProRail prepared its most recent international passenger forecasts for the Integrated Mobility Analysis 2021 (IMA 2021). Work is currently under way on its successor. Although the passenger forecasts are still being developed, the assumed train service levels to be used in the forecasts have already been established. Table 4 and Table 5 show these assumed service levels for international passenger trains at the Netherlands-Germany and Netherlands-Belgium border crossings respectively.

Notifications for open-access services

In addition to forecasts, ProRail also receives information from railway undertakings about developments in train services through notifications submitted to the ACM for the operation of open-access services⁷. In the Netherlands, new train services must be notified to the ACM in order to operate as

⁶ Intercity and Sprinter services fall within the 'Urban and regional' category and have different stopping patterns.

⁷ All notifications can be found on the [ACM website](#).

open-access services. Notifications of new train services do not directly lead to higher passenger demand. ProRail uses the forecasts for this purpose.

Freight

For freight, the number of trains is directly dependent on demand. The most recent freight forecasts are the 2025 Reference Forecasts for Freight Transport (RPGV25)⁸. These describe the expected development of freight transport, i.e. how much freight is transported between A and B. ProRail converts these transport volumes into numbers of trains per route using the NEMO traffic model. Table 4 and Table 5 therefore show the RPGV25 results for the 2040 forecast year for the Netherlands-Germany and Netherlands-Belgium border crossings respectively, as yet without taking into account the effect of the increase to 740 m train lengths. Where the low and high scenarios differ, a range is shown.

In the freight forecast calculations, freight traffic to/from Germany is concentrated at the border crossings at Oldenzaal, Zevenaar and Venlo. The Bad Nieuweschan, Coevorden and Heerlen border crossings play only a limited role in regular freight traffic, but can nevertheless be used. For this reason, fewer than 5 freight trains per day are shown for these border crossings.

Forecasts by border crossing

For the border crossings between the Netherlands and Germany, Table 4 shows the number of trains for which forecasts are available. As stated above, the ETMS results are not yet available. DB InfraGO does not yet have forecasts available either. As a result, only the ProRail column has been completed.

Table 4: Numbers of trains included in the forecasts per direction per day at Netherlands-Germany border crossings

Border crossing Netherlands – Germany		ETMS	ProRail (2040)	DB InfraGO (2040)
Bad Nieuweschan (NL) – Weener (DE)	International long-distance		-	
	Urban and regional		16	
	Freight		<5	
Coevorden (ProRail) – Coevorden (Bentheimer Eisenbahn)	International long-distance		-	
	Urban and regional		16	
	Freight		<5	
Oldenzaal (NL) – Bad Bentheim (DE)	International long-distance		18, of which 2 night trains	
	Urban and regional		16	
	Freight		20-30	
Enschede (NL) – Gronau (DE)	International long-distance		-	
	Urban and regional		32	
	Freight		-	
Zevenaar (NL) – Emmerich (DE)	International long-distance		18, of which 2 night trains	
	Urban and regional		16	
	Freight		55-75	
Venlo (NL) – Kaldenkirchen (DE)	International long-distance		-	
	Urban and regional		16	
	Freight		25-30	
Heerlen (NL) – Herzogenrath (DE)	International long-distance		-	
	Urban and regional		32	
	Freight		<5	

⁸ See [Publieks Rapport RPGV 2025.pdf](#).

Table 5 shows the forecasts for the number of trains per direction per day at the border crossings between the Netherlands and Belgium. ProRail and Infrabel have forecasts available for 2040.

Table 5: Numbers of trains included in the forecasts per direction per day at Netherlands-Belgium border crossings

Border crossing Netherlands – Belgium		ETMS	ProRail (2040)	Infrabel (2040)
Eijsden (NL) – Visé (BE)	International long-distance		-	-
	Urban and regional		32	32
	Freight		5	<5
Budel (NL) – Hamont (BE)	International long-distance		-	-
	Urban and regional		-	-
	Freight		<5	<5
Breda HSL (NL) – Meer (BE)	International long-distance		32x 300 km/h 32x 200 km/h	86
	Urban and regional		16x 200 km/h	-
	Freight		-	-
Roosendaal (NL) – Essen (BE)	International long-distance		<5	<5
	Urban and regional		32	32
	Freight		20	15
Sas van Gent (NL) – Zelzate (BE)	International long-distance		-	-
	Urban and regional		-	-
	Freight		<5	<5

The forecasts used by ProRail and those used by Infrabel are largely consistent or differ only slightly. The significant differences (5 or more trains per day) are explained in further detail below:

- Breda HSL – Meer:
 - The total number of passenger trains assumed by ProRail is 80 per day, while Infrabel assumes 86 passenger trains per day. The difference arises because the forecasts used by Infrabel include a number of night trains via the HSL, as well as several additional trains during the day, whereas ProRail's forecasts do not.
 - It is also notable that trains fall into different categories on the two sides of the border. The reason is that, under ProRail's definition, international trains that do not operate to/from Amsterdam fall within the urban and regional category. See also Chapter **Fout! Verwijzingsbron niet gevonden..**
- Roosendaal – Essen:
 - ProRail assumes 20 freight trains per direction per day, while Infrabel assumes 15 trains per day. There is no clear explanation for this difference.

6 Traffic planning approaches

This chapter contains information on how the infrastructure manager intends to structure capacity. The basic definitions of the approaches to traffic planning will be included in the EFCM and are also described below for the time being. In addition, ProRail applies principles for strategic traffic planning for long-term network development and for the medium-term development of the Capacity Model and Capacity Supply Plan. These planning principles are described in this chapter.

For all capacity management planning phases, ProRail applies the planning standards for timetable design set out in 'Standards for a safe and feasible timetable' ⁹.

6.1 General traffic planning approaches

The approaches to timetable planning describe the methodology applied by the infrastructure manager in the Capacity Model and Capacity Supply Plan planning phases. In the Capacity Model, planning is carried out using volumes, which are translated into train paths in the Capacity Supply Plan. The possible planning approaches are as follows:

- Historical approach;
- Systematic approach;
- Selective approach;
- Hybrid approach.

The definitions of the above planning principles are included in Appendix A.

Approach applied by ProRail

The Dutch rail network is intensively used and has several capacity bottlenecks (see Section 10.3, Infrastructure declared congested). In order to allocate the available capacity as efficiently as possible, ProRail applies the systematic approach in the form of a clock-face timetable across almost the entire network.

For a number of sections used exclusively by freight trains, ProRail applies the selective approach. These are the following sections:

- Kijfhoek – Maasvlakte;
- Sas van Gent – Terneuzen;
- Lage Zwaluwe – Moerdijk;
- Weert – Budel border;
- Rail connections to industrial estates and other sites;
- All sections within port areas.

6.2 Representative day

For strategic capacity planning, the representative day is defined in the Capacity Strategy. The representative day will be used in the subsequent capacity product, the Capacity Model. ProRail uses Thursday as the representative day (excluding weekly capacity restrictions).

6.3 Policy frameworks

As strategic guidance from the Ministry is not yet available, ProRail uses existing policy frameworks to provide direction for strategic capacity planning.

⁹ The document named 'Normen voor een veilige en uitvoerbare dienstregeling' is published on the [Partner Portal - Capacity Allocation - Rules](#).

Existing policy frameworks

In recent years, the Ministry of Infrastructure and Water Management, in cooperation with stakeholders (operators, railway undertakings, competent authorities, municipalities and provinces), has formulated policy for the development of railway infrastructure. The main outlines have been set out in the Spatial Planning Memorandum and the Mobility Vision. The Public Transport Vision for the Future (TBOV; 'Toekomstbeeld openbaar vervoer'), the Rail Freight Transport Vision for the Future and various letters to Parliament concerning the vision and strategy for international passenger transport have given substance and direction to societal needs and ambitions.

These are not only broadly supported statements that have been weighed against societal interests together with the key partners; at strategic level, they also provide sufficient direction regarding the current and future socially desirable use of the railway and the intended utilisation of the available infrastructure and infrastructure still to be developed.

These policy frameworks give rise to the following societal objectives to which the railway makes an important contribution.

Societal objectives for the railway

The railway forms the backbone of public transport in the Netherlands and connects the country with the rest of Europe. Rail is also the most sustainable form of transport for carrying passengers and freight and plays an essential role in Europe's resilience. Jobs and activities are accessible from both existing and new residential areas. Rail also contributes to social and economic cohesion and is therefore one of the pillars of Broad Prosperity. The railway thus plays an important role in keeping all these areas accessible to domestic and international passengers and freight.

To achieve this, it is necessary to continue focusing on a strong link between mobility and spatial planning, optimum use of the existing network, smart and efficient network expansions and retaining space for stations. This requires a reliable and affordable rail system with all-day service frequencies within and between regions of the country, good integration with other public transport services and modes, and high-frequency train services in the larger urban regions. Public transport must offer passengers an affordable, easily accessible and seamless door-to-door journey.

Internationally, rail has an important role to play in creating sustainable transport in Europe. Economic and social ties with neighbouring countries are increasing, while European policy objectives are explicitly aimed at shifting towards sustainable cross-border transport. The ambition is to make international rail travel within Europe more attractive than flying over short distances. The Netherlands therefore intends to invest in strong international rail corridors towards Brussels-Paris/London, Frankfurt and Berlin in order to encourage the introduction of more international train services and create a broader range of services.

Rail freight transport must be attractive enough for shippers to choose rail. This requires a reliable Dutch rail network, smooth operation on the primary and secondary international freight corridors, efficient use of available rail capacity and track lengths (740 m), and the ability to offer rail products that can compete sufficiently with road transport in terms of times, locations and price.

As a result of increasing geopolitical tensions, greater attention is being paid to resilience and military mobility. For military mobility, this means implementing military requirements on military routes as effectively as possible, with dual use (use for multiple forms of transport) as the guiding principle.

6.4 Generic ProRail planning principles

The Netherlands aims to provide a recognisable clock-face timetable that fulfils the objectives described above. As part of the Public Transport Vision for the Future, the Ministry of Infrastructure and Water Management, together with decentralised authorities, operators and ProRail, carried out an optimisation process to develop a nationwide timetable model that takes the full range of societal objectives for rail into account and balances them against one another¹⁰. These are periodically updated on the basis of market developments and project decisions:

- The 6-Basic Policy Reference, which incorporates all projects for which a preferred decision has been taken. See the traffic flow map in Figure 9 in Appendix B.
- The Growth Reference based on a 7.5-minute interval, intended to accommodate the expected growth in demand for mobility. See the traffic flow map in Figure 10 in Appendix B.

In determining the building blocks that form part of this timetable model, an assessment was made in consultation with public authorities, operators and ProRail on the basis of the effects on the following criteria:

- Accessibility of regions and employment;
- Infrastructure costs;
- Operating costs;
- Transport capacity;
- Transfer capacity;
- Transport value;
- Logistical coherence.

A socio-economic assessment was therefore carried out in developing these network models¹¹. When preparing the Capacity Strategy, Capacity Model and Capacity Supply Plan, ProRail works step by step towards achieving the frequencies included in these networks. These timetables were developed under the Public Transport Vision for the Future to a precision of tenths of a minute, but no formal status is assigned to the specific minutes. ProRail continuously optimises these timetables.

If operators submit product steps (CNAs – capacity needs announcements) that are not consistent with the Growth Reference, these are assessed using the same socio-economic criteria on which the reference networks are based. They are only included if they are shown, on balance, to provide societal added value, whether temporary or otherwise.

Volumes

Specific volumes are used for international long-distance passenger transport and freight transport in order to safeguard international connectivity.

International long-distance passenger transport volumes during the daytime period:

HSL-Zuid Amsterdam – Noorderkempen:

- 2x per hour at 300 km/h;
- 2x per hour at 200 km/h.

Amsterdam – Arnhem – Emmerich:

- 1x per hour.

Amsterdam – Amersfoort – Deventer – Hengelo – Bad Bentheim:

- 1x per hour.

¹⁰ [02122025, Appendix 4: Policy Reference and Growth Reference – Public Transport Vision for the Future](#)

¹¹ This socio-economic assessment differs from the socio-economic criteria currently being developed under the Capacity Regulation.

Freight transport volumes:

Each year, ProRail estimates the capacity required for freight transport, including a margin for growth in freight transport and flexibility. This estimate safeguards the required volume of standard freight paths for annual timetable requests and the capacity required for ad hoc requests for standard freight paths.

On the main corridors (TEN-T extended core network), the estimated number of freight paths is provided for, up to a maximum of the number of paths in the reference networks and with a minimum of 1 path per direction per hour during the daytime period (6 am – midnight).

- Rotterdam / Roosendaal – Bad Bentheim via Weesp and via Arnhem;
- Amsterdam / Rotterdam – Zevenaar;
- Rotterdam / Sloe / Essen – Eindhoven – Venlo – Kaldenkirchen;
- Rotterdam – Essen;
- Eindhoven – Sittard (not part of the TEN-T extended core network, but important for accessibility of the chemical cluster).

On other sections where regular freight traffic is expected, the number of paths per day is reserved in accordance with ProRail's estimate, with a minimum of 3 paths per day per direction, spread throughout the day outside peak hours.

On a number of sections, in accordance with the Main Railway Infrastructure Capacity Allocation Decree, freight capacity is reserved only for traffic originating from or destined for locations on the section concerned:

- Nijmegen – Blerick;
- Zutphen – Hengelo;
- Leeuwarden – Groningen;
- Dordrecht – Geldermalsen – Elst;
- Zwolle – Mariënborg;
- Gouda – Alphen aan den Rijn;
- Woerden – Leiden;
- Den Dolder – Baarn;
- Heerhugowaard – Hoorn;
- Barneveld junction – Ede-Wageningen;
- Apeldoorn – Zutphen;
- Wierden – Zwolle.

If ProRail's estimate shows that not all freight capacity on the main freight corridors is required for freight transport, ProRail may choose to use this capacity for international passenger services.

Urban and regional transport volumes:

Target volumes are used for urban and regional transport. This includes all passenger transportation within the Netherlands. When preparing the Capacity Model and Capacity Supply Plan, minimum volumes are guaranteed and efforts are made to achieve the target volumes.

The network models referred to above represent the target volumes for the Capacity Strategy, Capacity Model and Capacity Supply Plan. Product steps (CNAs) that form part of the Growth Reference take priority over product steps that are not included in the Growth Reference.

7 Capacity rights allocated under framework agreements

ProRail does not currently offer framework agreements.

ProRail has conducted research into the use of framework agreements¹² and has now begun preparations for a pilot involving framework agreements on the high speed line between Amsterdam and the Belgian border. A process description will be included in the Network Statement once it has been finalised.

¹² See: [202615910.2 Appendix 2 Rapport ProRail kaderovereenkomsten.pdf](#)

8 Capacity that may be required to provide transport services under public service contracts

This chapter indicates the lines on which capacity demand is expected for the performance of public service obligations such as concessions. Here, ProRail takes account of changes indicated by the competent authorities (concession-awarding transport authorities and/or the Ministry of Infrastructure and Water Management) for the relevant timetable period. Both public service obligations awarded in the Netherlands and those awarded by foreign transport authorities are included.

The overviews below show only the expected capacity demand arising from concessions and public service obligations. They do not yet indicate how capacity will be allocated or how trains will be prioritised in the event of conflicting capacity requests. In the allocation of capacity, when applying Article 10 of the Main Railway Infrastructure Capacity Allocation Decree, prioritisation applies only to concessions awarded pursuant to Article 20(1) or (4) of the Passenger Transport Act 2000. It follows from this that foreign public service obligations are not regarded as concession services in the Netherlands.

Concessions awarded in the Netherlands

Table 6 lists the concessions awarded by competent authorities in the Netherlands. Figure 3 shows the lines on which these concessions require capacity.

Table 6: Overview of concessions in the Netherlands (as at 14 September 2026)¹³

Railway No	undertaking	Brand name	Concession	Transport authorities	Date
1	Arriva	Arriva	Regionaal Spoorvervoer Fryslân	Provincie Friesland	dec 2020 - dec 2035
2	Arriva	Arriva	Regionaal Spoorvervoer Groningen	Provincie Groningen	dec 2020 - dec 2035
3	Arriva	Blauwnet	Vechtdallijnen Zwolle - Emmen	Provincie Drenthe / Provincie Overijssel	dec 2012 - dec 2028
4	Arriva	Blauwnet	Vechtdallijnen Almelo - Hardenberg	Provincie Overijssel	dec 2013 - dec 2028
5	Arriva	Arriva	OV Limburg	Provincie Limburg	dec 2016 - dec 2031
6	Arriva	RRReis	Achterhoek / Rivierenland	Provincie Gelderland	dec 2025 - dec 2035
7	Qbuzz	R-net	Mervede Lingelijn	Provincie Zuid Holland	dec 2018 - dec 2033
8	KeolisNL	RRReis	Amersfoort C - Ede-Wageningen	Provincie Gelderland / Provincie Utrecht	dec 2023 - dec 2036
9	NSR	NS	HRN	Min I&W	jan 2025 - dec 2033
10	NSR	R-net	Treindienst Alphen - Gouda	Provincie Zuid-Holland	dec 2016 - dec 2031
11	KeolisNL	Blauwnet	Zwolle - Enschede	Provincie Overijssel	dec 2017 - dec 2032
12	KeolisNL	Blauwnet	Zwolle - Kampen	Provincie Overijssel	dec 2017 - dec 2032
13	Arriva	Blauwnet	Twente - ZHO	Provincie Overijssel	dec 2023 - dec 2027

The following concessions will expire in the period up to and including the 2030 timetable:

- Vechtdallijnen Zwolle – Emmen;
- Vechtdallijnen Almelo – Hardenberg;
- Twente – ZHO¹⁴.

The new concession for Vechtdallijnen, covering both Zwolle – Emmen and Almelo – Hardenberg, has been awarded to Arriva. This new concession will run from December 2028 to December 2043.

The tendering procedure for the successor to the Twente – ZHO concession will start in September 2026.

¹³ HRN stands for Hoofdrailnet (Main Rail Network); ZHO stands for Zutphen – Hengelo – Oldenzaal.

¹⁴ ZHO stands for Zutphen – Hengelo – Oldenzaal.



Figure 3: Overview of concessions / public service obligations awarded in the Netherlands requiring capacity on the Dutch rail network, as at 14 September 2026

Public service obligations awarded abroad with capacity demand in the Netherlands

A number of public service obligations have been awarded in Germany that will require capacity on the cross-border sections between the Netherlands and Germany. These public service obligations are listed in Table 7. As stated in the introduction to this chapter, foreign public service obligations are not regarded as concession services in the Netherlands.

Table 7: Overview of foreign public service obligations with capacity demand in the Netherlands (as at 14 September 2026)

Railway					
No	undertaking	Brand name	Concession	Transport authorities	Date
14	Bentheimer Eisenbahn	RB56	Coevorden - Bad Bentheim	Landesnahverkehrsgesellschaft (LNVG)	dec 2026 - dec 2036
15	Eurobahn	RB61	Oldenzaal - Bad Bentheim	Landesnahverkehrsgesellschaft (LNVG)	dec 2017 - dec 2032
16	DB Regio AG	Blauwnet	Enschede - Gronau	Zweckverband Nahverkehr Westfalen-Lippe (NWL)	dec 2026 - dec 2032
17	VIAS Rail	RE19	Zevenaar - Emmerich	Verkehrsverbund Rhein-Ruhr (VRR)	tot 2036
18	DB Regio AG	RE13	Venlo - Kaldenkirchen	Verkehrsverbund Rhein-Ruhr (VRR)	dec 2026 - dec 2041



Figure 4: Overview of foreign public service obligations requiring capacity in the Netherlands, as at 14 September 2026

9 Planned development of physical railway infrastructure

This chapter contains information on the planned development of the physical infrastructure, including new construction, upgrades, renewals and removals, with further details of the characteristics of that infrastructure. It concerns significant changes in the capacity available for the 2030 timetable compared with the infrastructure available in December 2026.

The projects referred to in this chapter meet the following criteria:

- The project has a lasting effect on the available capacity.
- The project affects capacity for the 2030 timetable, including changes taking place during the 2030 timetable year.
- The project has a significant effect on capacity.
- The project falls within the geographical scope.

Section 9.1 shows projects that have a positive effect on infrastructure capacity. Section 9.2 shows projects that have a negative effect on infrastructure capacity. The tables contain the following columns:

- ID: Project number.
- Timetable period: Expected timetable year during which the change described will be completed and commissioned.
- Location: Location of the project.
- Category: Describes the change to the infrastructure.
- Changes to train services and characteristics: Describes the impact on the timetable, capacity and operations.

To make it easier to trace differences compared with the Capacity Strategy 2029, changes are shown in **blue**. For newly added capacity, the cell containing the ID is highlighted in **blue**. Changes in timetable period are shown in **blue** where a project has moved to a different timetable year.

On the geographical map in Figure 5, green dots indicate projects that result in an increase in capacity, while red dots indicate projects that result in a reduction in available capacity. The IDs on the maps correspond to the IDs in the tables.

9.1 Changes with positive impact on the infrastructure capacity

Table 8 provides an overview of projects with positive impact on the available infrastructure capacity.

Table 8: Overview of infrastructure projects with positive impact on available capacity

ID	Timetable period	Location	Category	Changes to train services and characteristics
1	2027	Wolfheze	Removal of centre track, closure of level crossing and signalling optimisation	No further possibility of overtaking during traffic management. Shorter running and headway times
2	2027	Tilburg – Breda	Remodelling of yard Tilburg with additional platform track, signalling optimisation	Shorter running and headway times. Part of the measures to enable more trains between Breda and Eindhoven.
3	2027	Maasvlakte	New 'Maasvlakte Zuid' yard for freight trains	Stabling capacity for 6 trains of 740 m.
4	2027	Nijmegen – Venlo – Roermond	Electrification of the Maas Line, partial track doubling and speed increase	Operation with electric trains, shorter running times, capacity for more trains. Note: this line uses ATB-NG signalling

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5	2028	Alkmaar	Remodelling of yard, extension of platform tracks	Longer platform tracks 1, 4 and 5; centrally located shunt track on the south side, providing more capacity for shunting. Part of the measures to increase service frequency between Amsterdam and Alkmaar.
6	2028	Meppel	Speed increase	Shorter running times
7	2028	Leeuwarden – Harlingen Haven	Renewal of signalling with ERTMS	Operation under ERTMS
8	2028	Nijmegen	Remodelling of yard, track expansion, signalling optimisation	Additional platform tracks, expansion of stabling capacity, shorter running and headway times
9	2028	Nijmegen – Arnhem	Signalling optimisation	Shorter headway times
10	2028	Almelo – Mariënborg	Electrification	Operation with electric trains, shorter running times
11	2028	Waalhaven	Remodelling of yard, track extensions	More tracks for 740 m freight trains
12	2028	Gouda – Woerden	Signalling optimisation	Shorter headway times
13	2028	Breda – Prinsenbeek	Signalling optimisation	Shorter running times
14	2029	Heerhugowaard	New 'De Vaandel' stabling facility for passenger trains	Stabling capacity for 6 trains of 340 m. Part of the measures to increase service frequency between Amsterdam and Alkmaar.
15	2029	Moerdijk	Track expansion	Construction of 2 stabling tracks for 740 m freight trains
16	2029	Leeuwarden – Stavoren	Renewal of signalling with ERTMS	Operation under ERTMS
17	2029	Haarlem	Incorporation of switches into the signalling system	Shorter running and headway times for trains to/from Haarlem
18	2029	Groningen – Leeuwarden	Renewal of signalling with ERTMS	Operation under ERTMS
19	2029	Zwolle – Herfte	Speed increase	Shorter running times
20	2029	Heerenveen	Speed increase	Shorter running times
21	2029	Dedemsvaart	Speed increase	Shorter running times
22	2029	Lewedorp – Vlissingen	Renewal of signalling with ERTMS	Operation under ERTMS
23	2029	Tilburg Goederen	Extension of track to 740 m	Enabling operation of 740 m freight trains
24	2029	Lage Zwaluwe	Extension of stabling tracks	Additional tracks for 740 m freight trains
25	2030	Kijfhoek – Meteren	Modification of Sophiatunnel safety measures	Shorter headway times, increase in capacity from 6 to 8 freight trains per hour
26	2030	Amsterdam Aziëhaven	Track extension	Additional track for 740 m freight trains
27	2030	's Hertogenbosch – Vught	Track expansion, construction of grade-separated junction, removal of several level crossings	Simultaneous traffic flows for trains from 's-Hertogenbosch to Eindhoven and trains from Tilburg to 's-Hertogenbosch. Part of the measures for routing freight

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				trains from Kijfhoek to Eindhoven via Meteren – Boxtel
28	2030	Sauwerd – Delfzijl	Renewal of signalling with ERTMS	Operation under ERTMS
29	2030	Deventer	Replacement of interlocking, speed increase and signalling optimisation	Shorter running and headway times
30	2030	Zevenaar – Doetinchem	Track expansion	Doubling of the track between Didam and Doetinchem, increasing capacity on Arnhem – Doetinchem from 4 to 5 trains per hour
31	2030	Uitgeest	Remodelling of yard, track expansion, signalling optimisation	Additional platform tracks, centrally located reversing track, freight reversing track for 740 m trains, shorter running and headway times. Part of the measures to increase service frequency between Amsterdam and Uitgeest / Alkmaar.
32	2030	Dordrecht – Geldermalsen	Platform extensions	Longer platform tracks
33	2030	Rotterdam Noord Goederen	New stabling facility for passenger trains; extension of freight passing siding	Expansion of stabling capacity. Enabling 740 m freight trains to operate via this route
34	2030	Meteren	Construction of the 'Meteren South-West Curve', connecting Kijfhoek – Betuweroute – 's-Hertogenbosch	Freight trains between Kijfhoek and Eindhoven and beyond can be routed via this new connection. Part of the measures for routing freight trains from Kijfhoek to Eindhoven via Meteren – Boxtel
35	2030	Roosendaal – Lewedorp	Renewal of train protection/signalling with ERTMS	Operation under ERTMS
36	2030	Venlo	Extension of platform tracks	Enables longer passenger trains; part of the measures for direct service Eindhoven–Düsseldorf

9.2 Changes with negative impact on the infrastructure capacity

Table 9 provides an overview of projects with negative impact on the available infrastructure capacity.

Table 9: Overview of infrastructure projects with negative impact on the available capacity

ID	Timetable period	Location	Category	Changes to train services and characteristics
1	2028	Zaltbommel	Removal of the Oud-Zaltbommel passing loop	Fewer options for traffic management. No impact on regular train services.

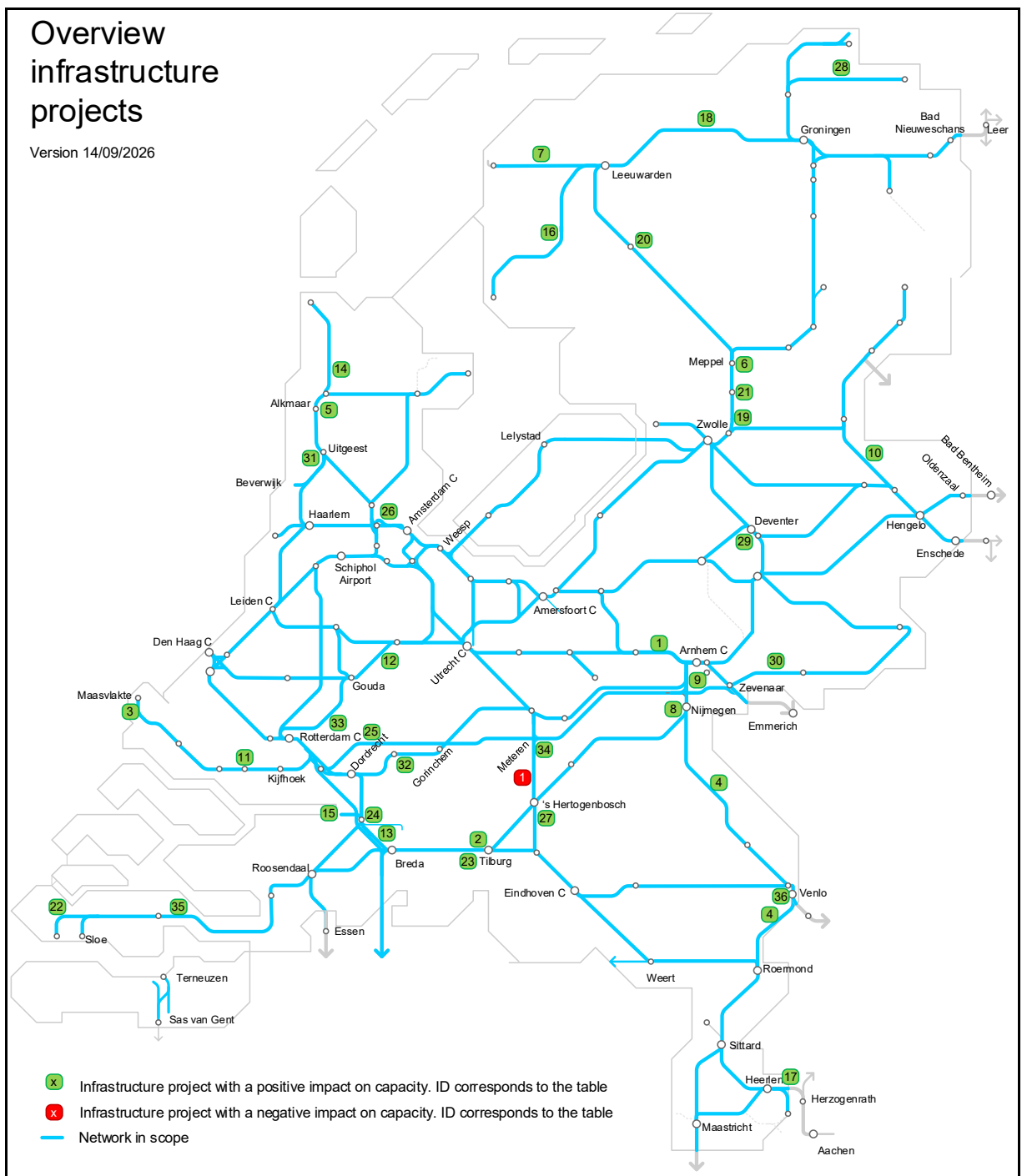


Figure 5: Overview of projects with positive and negative impact on infrastructure capacity

10 Information about the availability and utilisation of railway infrastructure, including infrastructure declared highly utilised or congested

The forecasts included in Chapter 5 and the available infrastructure capacity in the Netherlands and abroad provide input for strategic capacity planning. In this chapter, ProRail sets out the available capacity at border crossings, provides an overview of regular international train paths in the form of a traffic flow map, and identifies infrastructure that is highly utilised or has been declared congested. This forms the starting point for segmentation between train categories in the Capacity Model and subsequently for preparing the Capacity Supply Plan.

10.1 Overview of the expected traffic flows at the common border point

ProRail has included its entire network within the scope of strategic planning; see Chapter 2. All border crossings with Germany and Belgium are therefore also within scope. The available capacity is expressed in train paths per hour, unless otherwise indicated in the table. This relates to a representative hour on a representative day, as defined in Chapter 6.

The routing of these international train paths within the Netherlands is shown on the traffic flow map of Figure 6.

Available capacity at Netherlands – Germany border crossings

Table 10 shows the available capacity by train category for each border crossing between the Netherlands and Germany. These capacities have been coordinated with DB InfraGO, with the exception of the capacity at the Coevorden – Emlichheim border crossing, for which coordination has been sought with Bentheimer Eisenbahn. The number of freight paths at the Zevenaar – Emmerich border crossing differs by direction because, in the direction of Germany, one freight path per hour is provided for heavier trains.

Table 10: Available capacity at Netherlands-Germany border crossings for a representative hour

Border crossings Netherlands – Germany	Passenger train paths per hour per direction		Freight train paths per hour per direction
	Long-distance passenger	Urban and regional	
Bad Nieuweschan – Weener	0	1	Non systematic
Coevorden (ProRail) – Coevorden (Bentheimer Eisenbahn)	0	1	Non systematic
Oldenzaal – Bad Bentheim	1	1	2
Enschede – Gronau	0	2	0
Zevenaar – Emmerich	1	1	4 NL --> DE 3 DE --> NL
Venlo – Kaldenkirchen	0	1	3
Heerlen – Herzogenrath	0	2	Non systematic

Available capacity at Netherlands – Belgium border crossings

Table 11 shows the available capacity by train type for each border crossing between the Netherlands and Belgium. These capacities have been coordinated with Infrabel.

Table 11: Available capacity at Netherlands-Belgium border crossings for a representative hour

Border crossings Netherlands – Belgium	Passenger train paths per hour per direction		Freight train paths per hour per direction
	Long-distance passenger	Urban and regional	
Sas van Gent – Zelzate	0	0	Non systematic
Roosendaal – Essen ¹⁵	Non systematic	1	1.5
HSL Breda border – Meer ¹⁶	3 (2x 300 km/h, 1x 200 km/h)	1	0
Budel – Hamont	0	0	Non systematic
Eijsden – Visé ¹⁷	0	1	1

¹⁵ A declaration of congested infrastructure has been issued for the Roosendaal border – Amsterdam corridor. The capacity analysis is currently under way.

¹⁶ ProRail aims to move towards 4-6 inter-urban paths and 2 urban and regional paths via HSL Breda – Meer border. Studies are currently under way for this corridor as a follow-up to the capacity enhancement plan resulting from the declaration of congested infrastructure for HSL-Zuid and the Amsterdam – Brussels corridor study commissioned by the Belgian and Dutch governments.

¹⁷ ProRail aims to move towards 2 urban and regional paths.

10.2 Expected traffic volumes international trains

The map below provides an overview of the international train paths envisaged by ProRail for 2030. These are standard paths for a representative day.

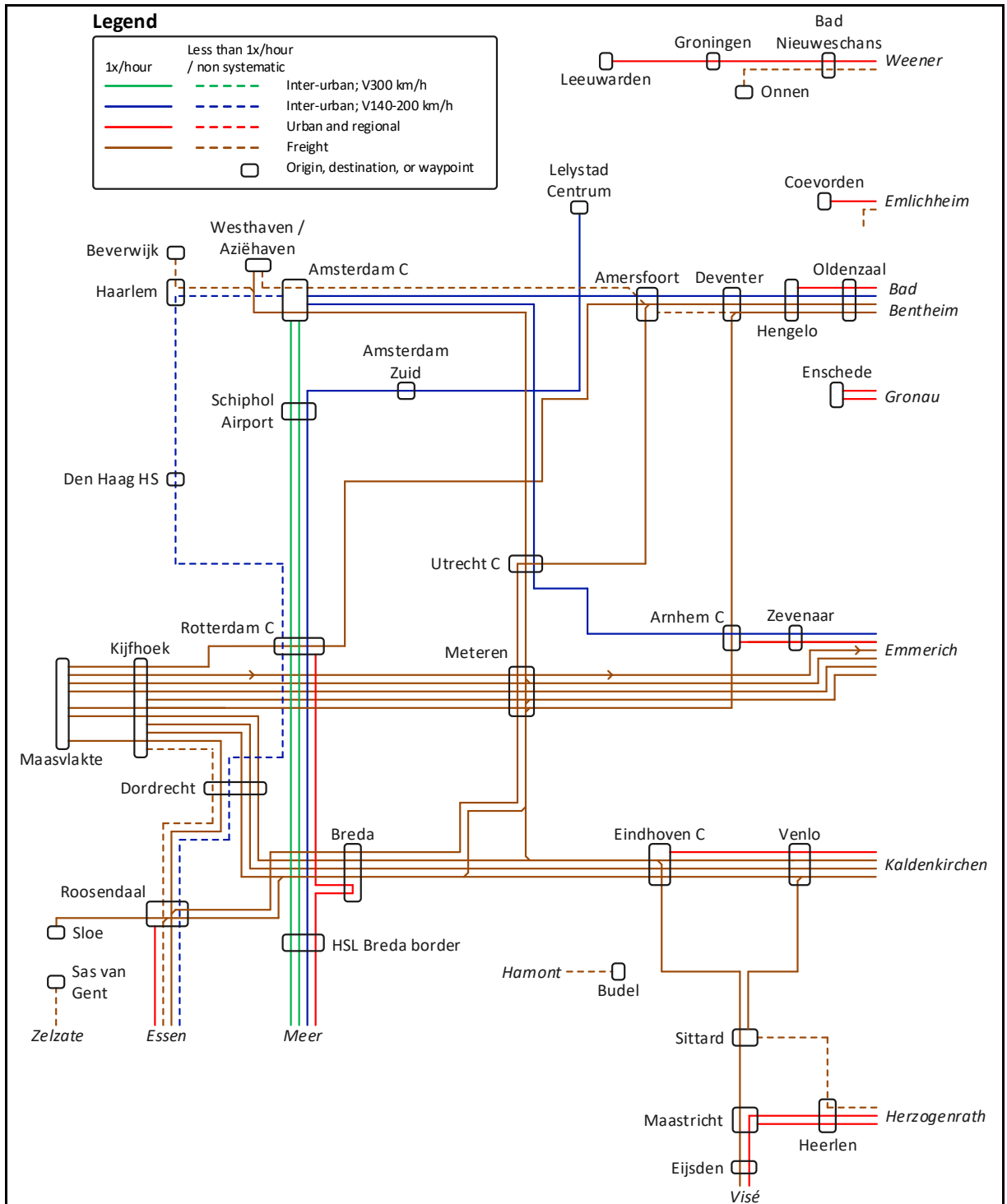


Figure 6: Traffic flow map of international train paths 2030

10.3 Infrastructure declared congested

This section provides information on infrastructure that has been declared congested or highly utilised. The current legislation and regulations will still apply to the 2030 timetable, under which only declarations of congested infrastructure can be issued. There are therefore no declarations of highly utilised infrastructure yet.

ProRail issues two types of declaration of congested infrastructure:

- Declaration of congested infrastructure in the annual timetable allocation process;
- Declaration of congested infrastructure for the near future.

For infrastructure for which a declaration of congested infrastructure has been issued in the annual timetable allocation process, coordination have first been held with the operational stakeholders concerned (usually railway undertakings), but the coordination process has not resulted in a mutually acceptable solution within the limits specified by those operational stakeholders. Consequently, not all capacity requested in the annual timetable can be allocated or planned on the congested infrastructure.

A declaration of congested infrastructure for the near future results from announcements by railway undertakings of new or modified train services for future timetable years which, together with all other expected capacity demands, cannot be accommodated on the infrastructure expected to be available.

Since a declaration of congested infrastructure for the near future triggers formal action by ProRail, such declarations must be based on reliable information concerning expected requests in subsequent years. In this context, reliable information is understood to include at least:

- Information from the process for preparing the annual timetable;
- Information from the coordination phase of the capacity allocation process;
- Information based on a newly awarded transport concession;
- A substantiated request from a concession-awarding authority in preparation for a public transport concession yet to be awarded;
- Forecasts from entitled parties, such as substantiated notifications to the infrastructure manager of proposed open-access services;
- ProRail forecasts based, among other things, on medium- and long-term Capacity Models.

The capacity analysis resulting from declarations of congested infrastructure identifies the bottlenecks, after which potential solutions are proposed in the capacity enhancement plan. Whether the bottlenecks can and will actually be resolved depends in part on the cost-benefit analysis and on whether funding is available.

Table 12 provides an overview of all sections and nodes that ProRail has declared congested from the 2024 timetable onwards and which therefore remain relevant for forthcoming timetable years. The numbers in this table correspond to the numbers on the map in Figure 7. For each declaration, the table indicates:

- The year, route and route section for which the declaration was issued;
- Whether it is a declaration of congested infrastructure or a declaration of highly utilisation;¹⁸
- A link to the declaration of congested infrastructure, capacity analysis and capacity enhancement plan.

¹⁸ For 2030, the assessment of congestion is based on the infrastructure manager's current methodology. This may differ between infrastructure managers. For the 2031 timetable, this will be amended once the data and a common methodology have been established.

Table 12: Declarations of congested infrastructure issued from the 2024 timetable onwards

No.	Issued for	Name of declaration of congested infrastructure	Route section	Highly utilised / congested	Link
1	TT2024	Heerlen – Haanrade Border	Heerlen – Haanrade Border	Congested	Bottlenecks 2024 ProRail
2	TT2024	Venlo tracks 7 and 16	Venlo tracks 7 and 16	Congested	Bottlenecks 2024 ProRail
3	TT2024	Amersfoort – Amsterdam – Schiphol – Rotterdam	Amsterdam C – Schiphol Airport – Leiden C – Rotterdam C	Congested	Bottlenecks 2024 ProRail
4	TT2025	Groningen, Groningen – Delfzijl and Groningen – Eemshaven	Groningen, Groningen – Delfzijl and Groningen – Eemshaven	Congested	Bottlenecks 2025 ProRail
5	TT2025	Groningen – Zwolle, Leeuwarden – Zwolle, Leeuwarden – Heerenveen	Groningen – Zwolle, Leeuwarden – Zwolle, Leeuwarden – Heerenveen	Congested	Bottlenecks 2025 ProRail
6	TT2025	Eindhoven Centraal – Venlo	Eindhoven Centraal – Venlo	Congested	Bottlenecks 2025 ProRail
7	TT2025	Rotterdam Centraal	Rotterdam Centraal	Congested	Bottlenecks 2025 ProRail
8	TT2026	WO Groningen	Groningen	Congested	Bottlenecks 2026 ProRail
9	TT2027	Amsterdam – Zevenaar Border	Amsterdam – Zevenaar Border	Congested	Bottlenecks 2027 ProRail
10	TT2027	Amsterdam – Eindhoven	Amsterdam – Eindhoven	Congested	Bottlenecks 2027 ProRail
11	TT2027	Amsterdam – Oldenzaal Border	Amsterdam – Oldenzaal Border	Congested	Bottlenecks 2027 ProRail
12	TT2027	WO Rotterdam Port Railway Line	Kijfhoek – Maasvlakte	Congested	Bottlenecks 2027 ProRail
13	TT2028	HSL-Zuid	Watergraafsmeer – Amsterdam Centraal – Schiphol Airport – Rotterdam Centraal – Belgian border	Congested	Bottlenecks 2028 ProRail
14	TT2028	Amsterdam – Roosendaal Border	Watergraafsmeer – Amsterdam C – Haarlem – Roosendaal Border	Congested	Bottlenecks 2028 ProRail
15	TT2028	Sittard – Heerlen	Sittard – Heerlen	Congested	Bottlenecks 2028 ProRail

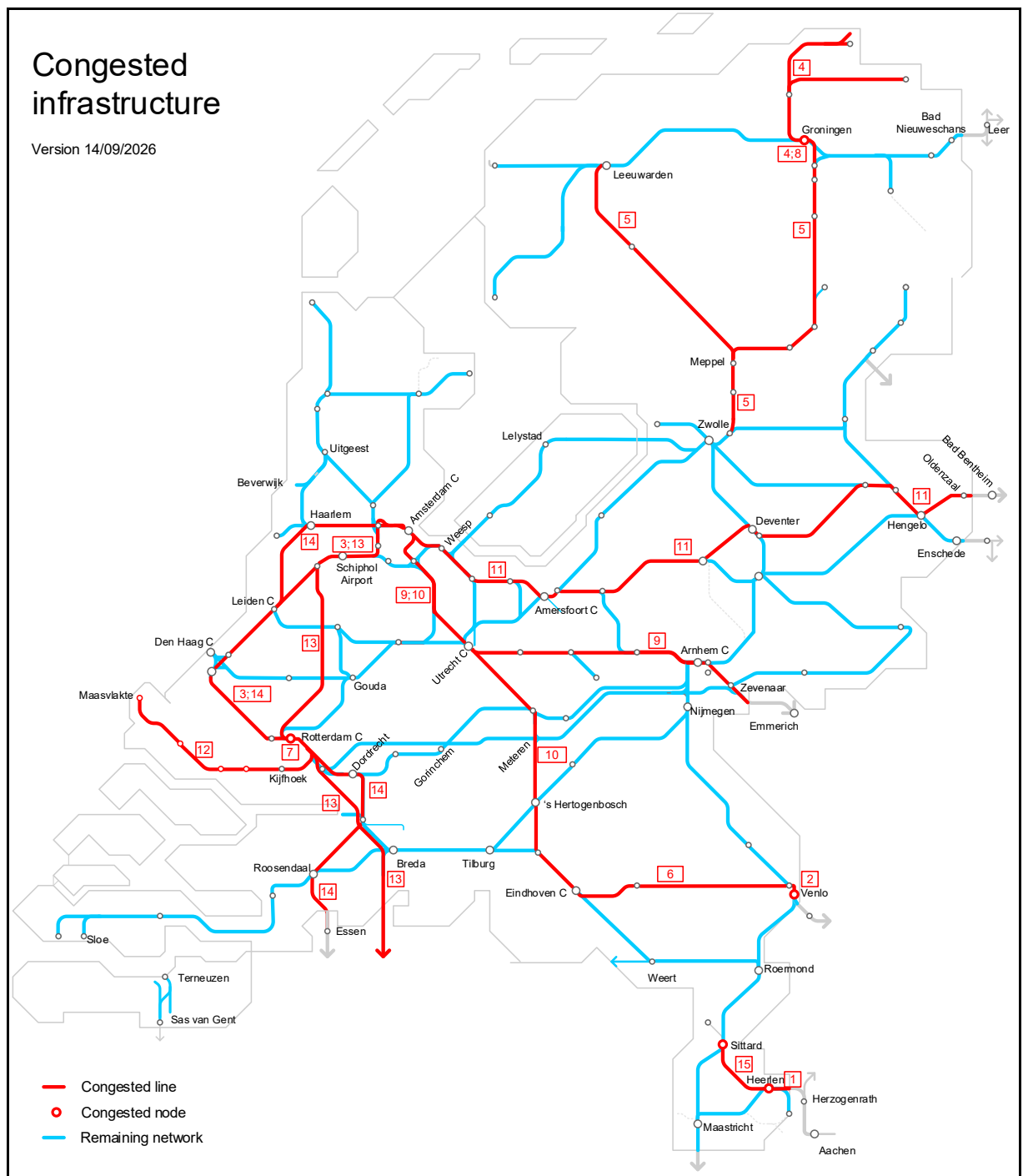


Figure 7: Infrastructure declared congested from the 2024 timetable onwards

11 Planning principles for temporary capacity restrictions

Temporary capacity restrictions (hereinafter referred to as TCRs) are necessary in order to carry out maintenance and other works on the railway infrastructure. This chapter outlines the main planning principles for TCRs.

The planning principles are described in detail in the Corridor Book¹⁹. ProRail adopts the Corridor Book annually, around 2.5 years before the start of the timetable (X-30), following consultation with stakeholders in the National Consultation Platform (LPO²⁰).

11.1 Clustering of TCRs

Clustering works geographically and in time, with the aim of creating a single alternative transport concept, is generally an effective way of minimising the impact of TCRs on railway undertakings. ProRail combines projects located close to one another wherever possible. This is subject to the technical feasibility and logistics of the works allowing this and to the schedules of the individual projects providing sufficient flexibility for the works to be planned simultaneously.

The geographical units within which ProRail applies clustering ('sub-corridors') are defined in the Corridor Book. These are aligned with the alternative transport options available during the clustered TCRs.

Clustering works is a continuous process that begins at an early stage of the planning process and also continues to play a role in the planning of ad hoc TCRs.

11.2 Avoiding simultaneous planning of TCRs

To enable diversions or to prevent (additional) capacity shortage, additional disruption (or perceived disruption) and/or operational problems with alternative transport during TCRs, ProRail has designated lines on which TCRs may not be planned simultaneously. These exclusions are set out in the Corridor Book. They include, but are not limited to, diversionary routes.

11.3 Timing of TCRs

In general, TCRs are planned during periods with less traffic in order to minimise the impact on passengers: during (extended) night-time periods, weekends, school holidays or the summer period. Due to the increase in construction and maintenance activities and staff shortages, ProRail is having to spread TCRs more evenly and will increasingly schedule works during the daytime, on weekdays and outside school holidays, resulting in greater disruption to passenger and/or freight traffic.

11.4 (Extended) maintenance windows

ProRail reserves periods for maintenance in the timetable according to a standardised and recurring pattern. This facilitates both maintenance planning and timetable adjustments.

The model applied by ProRail is broadly characterised by:

- Works at night (except at stabling yards)
- A duration of 4 hours (typically from 1 am to 5 am)
- Weekly recurrence, often on 2 or more nights per week
- Complete closures

¹⁹ [Logistics Portal](#), 'Corridorboeken' folder.

²⁰ LPO is ProRail's consultation forum in which the timing of works is discussed with entitled parties.

- Entire corridors taken out of service
- Availability of diversionary routes for freight traffic
- Unused maintenance windows are released at least 12 days before the works are due to take place; from that point onwards, the capacity is available for ad hoc traffic

Note: exceptions apply to all of the above points.

ProRail has begun supplementing and partially replacing the maintenance model described above. To make maintenance work more cost-efficient and make more efficient use of scarce technical staff, ProRail will in future allow its maintenance contractors to make more frequent use of longer maintenance windows. The characteristics are:

- Works in the late evening and at night, or during the daytime between peak periods
- Durations of up to 8 hours, with greater disruption to traffic
- Relatively low frequency, up to 13 times per year per location
- Partial closures offered as an option in addition to complete closures
- Sub-corridors (or smaller sections) taken out of service
- Availability of diversionary routes for international passenger and freight traffic
- Unused windows are released 16 weeks before the works are due to take place

Note: the above principles may change on the basis of new insights and/or experience with this model.

The roll-out of this new model will take place between 2027 and 2032, by contract area as maintenance contracts are retendered.

11.5 International coordination of TCR planning ('BeNeDe Group')

ProRail coordinates the planning of its TCRs with Infrabel and DB InfraGO with the aim of synchronising them on either side of a border crossing wherever possible and ensuring that diversionary routes remain available. This coordination takes place trilaterally within the BeNeDe Group.

A 'two-day approach' has been introduced within the BeNeDe Group. This means that railway undertakings are invited twice a year to the infrastructure managers' regular coordination meetings, which are extended by an additional day for this purpose. On the first day, the infrastructure managers carry out their usual coordination, and on the second day they discuss the results with the railway undertakings.

The infrastructure managers use a harmonised Gantt chart to share and coordinate their TCRs. A similar chart will be incorporated into the Capacity Planning Tool currently being developed by RailNetEurope and is expected to replace the current versions in the near future.

11.6 Trends and developments

The context in which ProRail Capacity Allocation plans TCRs is largely shaped by internal and external developments. Pressure on rail capacity for carrying out works is expected to remain consistently high in the coming years. Staff shortages will also persist. ProRail is addressing this through targeted measures, such as a sector-wide labour market campaign aimed at improving the availability of scarce technically skilled personnel. Making optimum use of the available planning capacity for works requires new initiatives, such as extending night-time maintenance windows, making efficient use of rail-grinding windows and, where possible, shifting works from weekends to weekdays. A sufficiently predictable works schedule is crucial. The opportunities for carrying out works on the railway are also affected by the Basic Quality Level for Rail, which determines how the available funding for railway

maintenance is allocated. Together with the Ministry of Infrastructure and Water Management, ProRail has defined the absolute minimum level of activity required to keep the railway functioning properly.

An increase in works also creates a greater risk of a domino effect in works planning. It is therefore crucial to consider planning from a portfolio perspective and over a multi-year horizon.

Developments from a safety perspective also affect the options for planning and allocating works, such as discussions concerning working on one track while an adjacent track remains operational following the accident at Voorschoten, or, for example, regulations concerning low voltage. These challenges increasingly require more capacity for works. Their cumulative effect leaves limited scope for optimisation and consequently creates challenges in developing a robust programme. Finally, ProRail is working towards an increasingly integrated approach to planning works, with insight into the impact on traffic, in order to ensure a robust timetable. This requires closer cooperation with internal and external stakeholders.

12 Planned infrastructure works resulting in capacity restrictions with major impact

12.1 Outlook for major works

Table 13 provides an overview of the expected non-recurring TCRs classified as Major and the larger TCRs classified as High. These are TCRs expected for the 2030 timetable year, i.e. for the period from 9 December 2029 to 14 December 2030. For each TCR, the table indicates:

- Location; the location is shown on the geographical map in Figure 8
- Purpose of the project to which the TCR relates
- Expected timing of the works, insofar as known, and expected duration of the TCR
- Broad expected impact on train services, insofar as known

The TCRs in the table below provide an initial indication of the major works that ProRail expects in 2030. A publication providing more details on the capacity restriction and timing of the works will be issued at X-24 and will be preceded by a consultation.

Table 13: Overview of expected Major TCRs and large High TCRs in 2030 (subject to change)

ID	Location	Purpose	Timing	Impact (full/partial closure)	Expected impact on train services
1	Amsterdam Centraal	Increase (passenger transfer) capacity at Amsterdam Centraal	2030 (entire year)	Partial (TBC)	TBC
2	Harlingen – Harlingen Haven	Complete replacement of the Zuidergracht bridge in Harlingen	2030 (several months, TBC)	Full	Replacement bus services
3	Den Bosch – Boxtel/Tilburg	Increase capacity on the south side of Den Bosch	2030 (31 days)	Full (Den Bosch – Tilburg may possibly reopen earlier)	Replacement bus services; freight traffic diverted
4	Venlo	Measures for the international Eindhoven – Düsseldorf train service	2030 (38 days)	Full	Replacement bus services; freight traffic diverted
5	Uitgeest	Increase capacity at Uitgeest yard for PHS Alkmaar – Amsterdam	2030 (26 days)	Partial	TBC
6	Haarlem	Major maintenance of structures, platforms and station equipment at Haarlem	2030 (24 days)	Partial (TBC)	TBC
7	Venlo	Extension of tracks at Venlo to 740 m	2030 (22 days)	Partial (TBC)	Replacement bus services; freight traffic diverted
8	Sittard	Renewal of signalling, power supply and points heating at Sittard	2030 (21 days)	Full	Replacement bus services; freight traffic diverted
9	Rotterdam – Rotterdam Alexander	Expansion of capacity at Rotterdam Noord Goederen yard	2030 (21 days)	Full	Replacement bus services; freight traffic diverted
10	Hoofddorp – Rotterdam	Replacement of ERTMS on the HSL	2030 (twice,	Full (two separate possessions closing	TBC

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	(HSL), Rotterdam – Belgian border (HSL)		several weeks)	the northern and southern sections of the HSL respectively)	
11	Amsterdam Centraal – Amsterdam Muiderpoort	Construction of a dive-under at Dijksgrecht	Q1 and Q2 2030 (6 months)	2 of 6 tracks available	Adjusted timetable on the east and south sides of Amsterdam

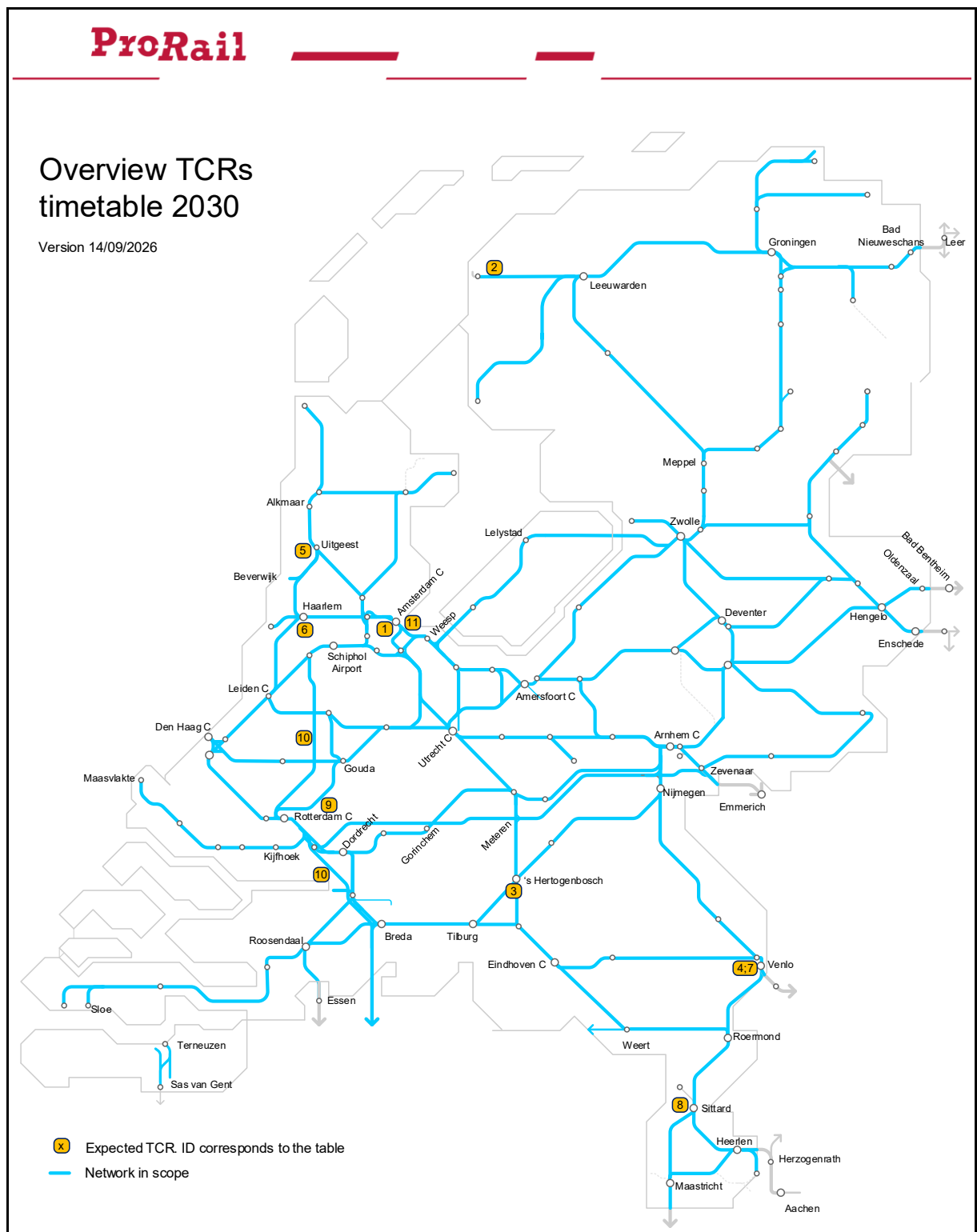


Figure 8: Overview of expected Major and large High TCRs for 2030

12.2 Ongoing and planned 'construction phasing' consultations

Ahead of the consultation associated with publication of Major and High TCRs two years before the start of the timetable (X-24), ProRail holds consultations ('construction phasing consultations') for projects that are multiannual and/or exceptionally large in scale.

The following construction phasing consultations are currently ongoing (status as at mid-2026). The number of construction phasing consultations for the 2030 timetable is expected to increase further. Operators and other stakeholders wishing to participate in a phasing consultation can make this known via their account manager.

NB: there is no one-to-one relationship between the consultations listed below and the expected major TCRs in Table 13.

North-East Region:

- ENL (ERTMS Northern Lines)
- Meppel remodelling (starting up)
- North-East Overhead Line Structures Programme
- Nijmegen PHS (nearing completion)
- Zwolle North Entrance (nearing completion)
- Achterhoek RegioExpres (restart if necessary)

Northern Randstad Region:

- PHS Alkmaar-Uitgeest-Heerhugowaard
- PHS Sloterdijk
- PHS Amsterdam
- PHS SAAL
- Amsterdam Lelylaan remodelling
- Zuidasdok
- Transformatorweg Junction
- Haarlem platform canopies

Southern Randstad Region:

- Rotterdam Stadionpark
- HSL reconstruction of structures

Southern Region:

- Vught Deepened Section (Den Bosch-Vught)
- ERTMS Kijfhoek-Belgian border
- ERTMS Zeeland Line
- 740 metre track at Lage Zwaluwe (nearing completion)
- Track renewal on the Zeeland Line
- Southern Overhead Line Structures Programme

13 Contingency planning

ProRail uses predefined traffic management scenarios as its contingency planning methodology. In the strategic planning phase, ProRail assumes that, in the event of disruption:

- International long-distance trains and international freight trains are diverted where possible.
- Other trains are not diverted. These trains are cancelled on the section of line that is temporarily unavailable as a result of the disruption.

Where diversions are implemented, it may be necessary to cancel trains on the diversionary routes. The diversionary routes correspond to those in the Corridor Book referred to in the introduction to Chapter 11.

The consequences for cross-border traffic in the strategic planning phase have been coordinated with the infrastructure managers in Germany and Belgium, DB InfraGO and Infrabel respectively.

The predefined traffic management scenarios, including their consequences for traffic, are developed in detail after the annual timetable allocation process. The process description is set out in the *Assessment Framework for Line Closures 2025*.

14 Validation

This draft version has been approved by the management of ProRail Capacity Management.

Appendix A

The possible planning approaches are as follows:

- Historical approach:
 - This approach focuses on data obtained in previous timetable periods (traffic mix, train parameters, etc.), which may be supplemented by volumes and train paths based on future forecasts. When developing the Capacity Model and Capacity Supply Plan, the aim is not to make full use of the calculated maximum capacity with pre-planned volumes and train paths, but to be able to accommodate forecast traffic needs within the expected parameters.
- Systematic approach:
 - This approach aims to make full and optimal use of the available capacity. In this case, the first step is to establish a timetable concept for the entire network within scope. The calculated maximum capacity of the relevant infrastructure element is then filled to capacity, where necessary, with traffic volumes and pre-planned train paths with standardised parameters.
- Selective approach:
 - Under this approach, capacity remains wholly or partly unplanned, but the infrastructure manager may add individual capacity planning elements, such as allocated capacity from framework agreements, guaranteed rolling planning paths or TCR windows, where these are considered necessary. The remaining capacity is available for any subsequent capacity requests. The maximum available capacity is indicated using the 'Intended Capacity Usage Line' or another available method. The selective approach may be applied to routes within a network that are not congested or intensively used.
- Hybrid approach:
 - A combination of the approaches described above.

Appendix B

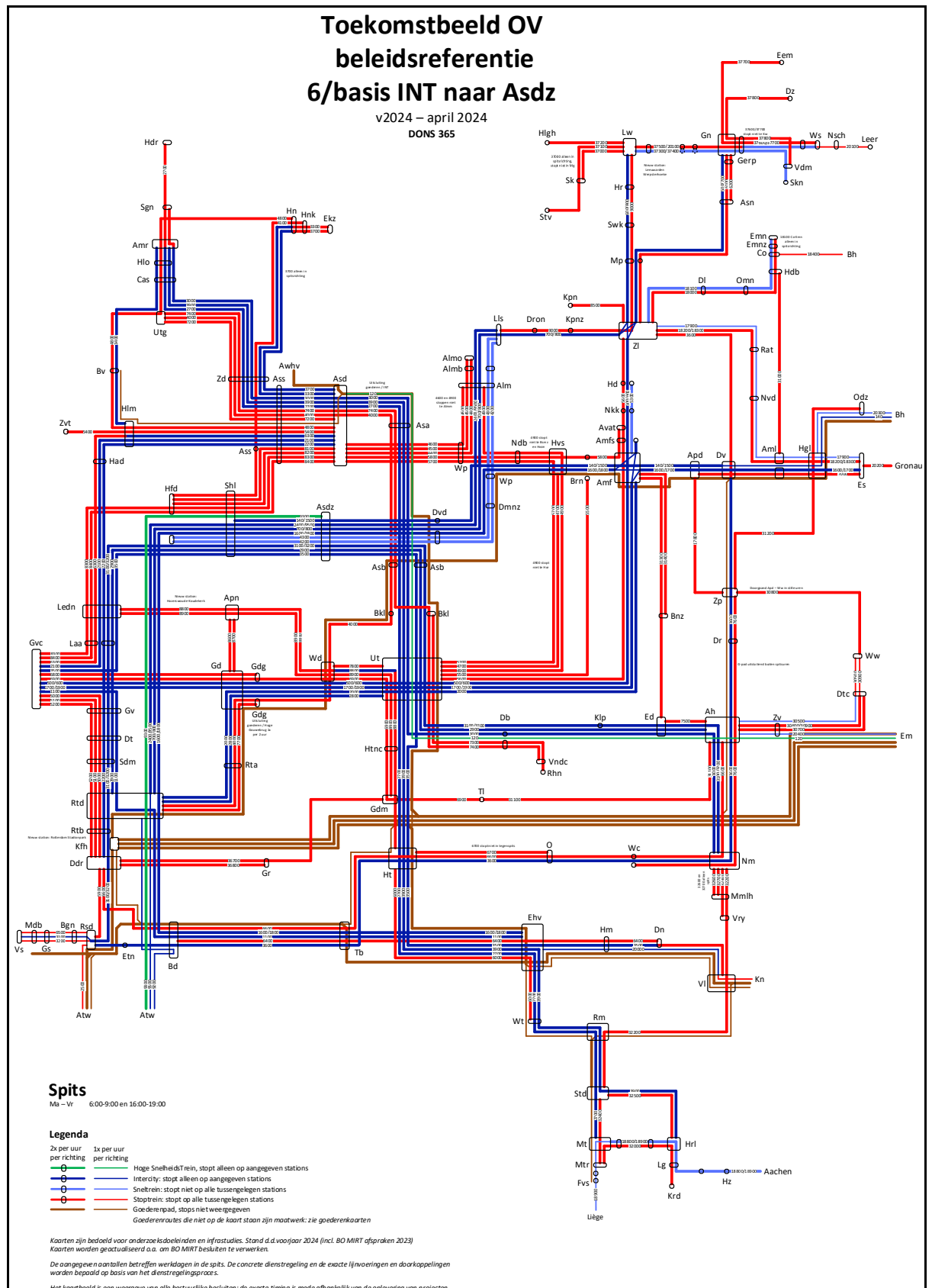


Figure 9: Traffic flow map – 6-Basic Timetable

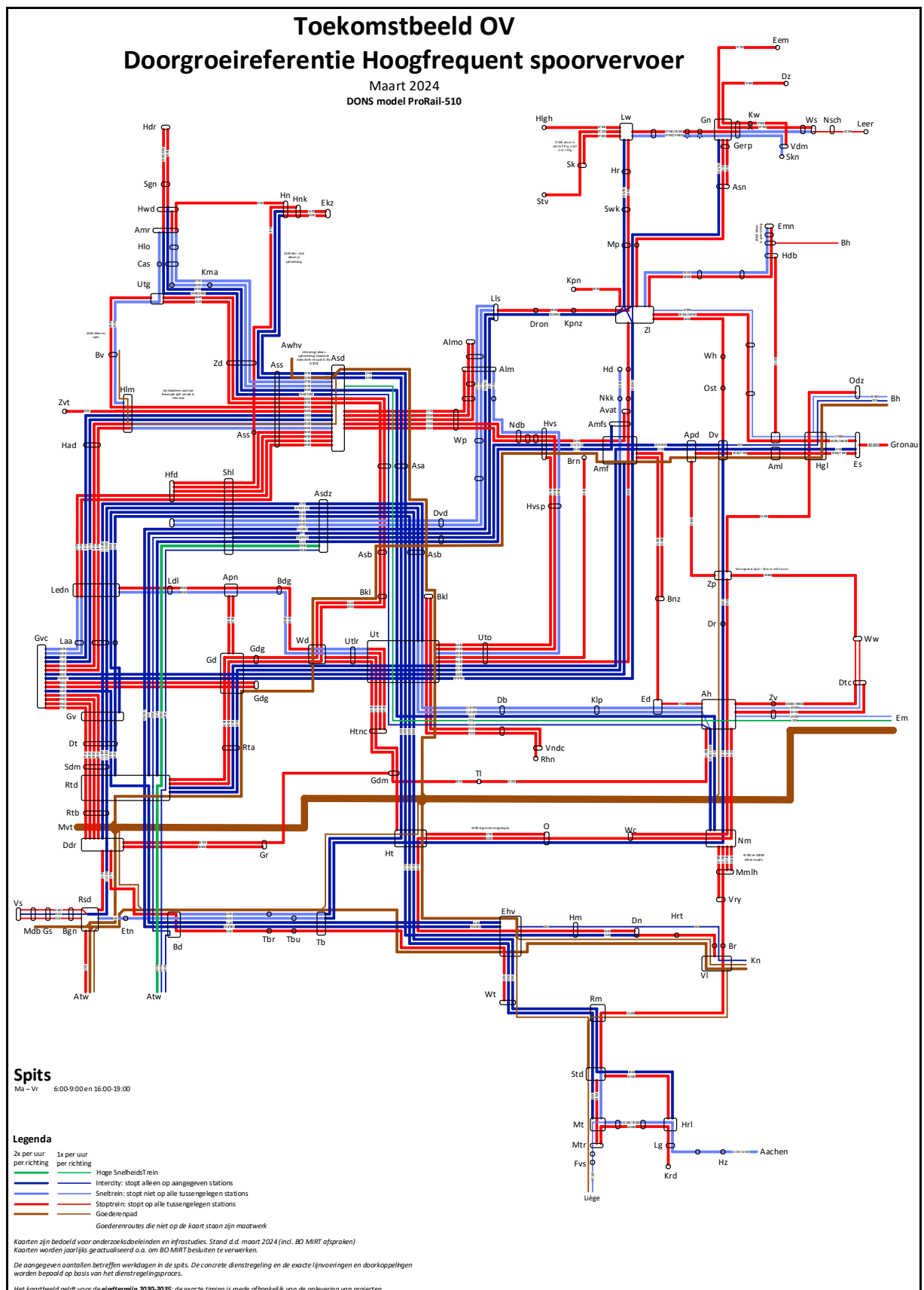


Figure 10: Traffic flow map – Growth Reference