

Appendix 3 Current Dutch planning process

When	Who	What
September in year X-2	ProRail	Measurement needs for year X
October in year X-2	Contractor	Feasibility test on measurement needs
November in year X-2	ProRail	Agreed measurement scope for year X to use in the logistics process
March in year X-1	Contractor	Optimal measurement routes for year X
April in year X-1	Contractor	Proof of requested rail capacity claim for year X
October in year X-1	Contractor	Proof of assigned rail capacity for year X
November in year X-1	Contractor	Detailed schematic route path script (measurement script) per measurement day / deployment
After November in year X-1	ProRail	Entering the route paths (measurement scripts) in the national train planning system (DONNA)
During year X	ProRail & Contractor	Coordination of conflicts in planning in the weeks prior to the execution
During year X	ProRail & Contractor	Coordination of the planning of reruns of failed or cancelled deployments

Conditions and terms used for planning

- The minimum possible speed for transport (before, after and between measurements) of the measurement train is 80km/h.
- The minimum scheduled measurement speed is equal to the maximum allowed measurement speed minus 10%
- The scheduled transport speed is equal to the maximum possible and allowed transport speed to prevent delays for the regular train schedule.
- Regular interval between successive measurements on the same route
- Maximum interval between measurement runs is not longer than allowed according to RLN and specifications.
- Minimize the amount of transport kilometres as much as possible
- Minimize the number of deployments
- Robust overall planning with enough room for the execution of reruns. Reruns are a consequence of:
 - o Cancellations of deployments (I.e., infra failure, measurement train failure, unavailability of required staff, weather conditions)
 - o Failed measurements (I.e., non-valid output, execution not in accordance with specifications).