Glossary of Terms Related to Network Statements

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GENERAL INFORMATION

Please note that this Glossary is *descriptive,* not *prescriptive.* Hence divergent definitions have deliberately been included. This reflects the reality of doing business in an international environment where national understandings diverge from those of international / supranational bodies which, moreover, are not always aligned with each other.
However, wherever possible, definitions from official bodies have been used, in particular all relevant **European Union legislation** and the very rich **Illustrated Glossary for Transport Statistics** published by Eurostat, ITF and UNECE, available in all the official languages of the European Union and Russian, and online in English under www.oecd-ilibrary.org/transport/illustrated-glossary-for-transport-statistics-4th-edition_9789282102947-en

This Glossary is a dynamic document, that will grow according to need. Comments from readers are particularly welcome, either regarding existing definitions, or requests for further definitions. Readers are invited to contact the RailNetEurope Joint Office if they identify any areas in the Glossary that need updating/amending, or to send requests for definitions:
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Term / expression	Definition
abnormal / degraded / out of course situation	NOS definition: 'unusual/unplanned events involving hazards additional to the working environment.'
access agreement / contract, track access agreement / contract, network access agreement / contract	An agreement (or contract) setting out the terms and conditions for access to the track of an Infrastructure Manager's network. Under such an agreement, companies/operators obtain access to railway track and stations, and certain types of operators obtain access to railway track, stations and certain types of depots. This constitutes the legal basis for the use of any train path granted to a Railway Undertaking. *In the UK, an access contract can also mean a framework agreement.*
access charge	The charge paid by railway operators for access to rail facilities.
access conditions	Conditions applying to the access to a network granted to a Railway Undertaking by an Infrastructure Manager.
access package	The totality of services provided to a Railway Undertaking when it is granted access to a network by an Infrastructure Manager.
access rights	The rights of access to railway infrastructure for the purpose of operating a service for the transport of goods and/or passengers.
access to telecommunications network	Use of the Infrastructure Managers' telecommunications network, in conjunction with the operation of trains.
accident	OTIF definition: 'unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions, derailments, level-crossing accidents, accidents to persons caused by rolling stock in motion, fires and others'. NOS definition: 'An unplanned, uncontrolled event, which has led to injury to persons or damage to vehicles and equipment or some other loss.' By definition suicides and terrrorist acts are excluded as they are a deliberate act.
accounting code	Numbers, letters, or alphanumerics code assigned to customers, suppliers, and lenders for ease of reference in an organisation's accounting records.
acknowledgement	Recognition by an entity that it has received information that it needs to take account of. This acknowledgement may take the form, for example, of an automatically-generated e-mail, or of a letter.
ad hoc capacity allocation	Allocation of capacity by an Infrastructure Manager or Allocation Body outside the time scale it normally uses.
ad hoc request	An Applicant's request for an individual train path (available as spare capacity) outside the time scale that the Allocation Body or the Infrastructure Manager normally uses.
additional service	As referred to in DIRECTIVE 2012/34/EU, Annex II, point 3: may comprise traction current, charges for which shall be shown on the invoices separately from charges for using the electrical supply equipment, without prejudice to the application of Directive 2009/72/EC; pre-heating of passenger trains; and tailor-made contracts (for the control of transport of dangerous goods and assistance in running abnormal trains).

admission to operation / authorisation for placing in service	DIRECTIVE 2008/57: 'Before being used on a network, a vehicle shall be authorised to be placed in service by the national safety authority which is competent for this network, unless otherwise provided for in this Chapter.' (Art. 21.1) 'Member States shall ensure that binding technical rules are published and made available to all infrastructure managers, railway undertakings and applicants for authorisations for placing in service in clear language that can be understood by the parties concerned.' (Art. 17) OTIF definition: 'the right granted by which the competent authority authorises each railway vehicle or other railway material to operate in international traffic' *Concrete example: in Spain, the process for getting the authorisation to circulate on the Adif network is as follows:* *• The Infrastructure Ministry gives an authorisation for the placing in service of the railway vehicle* *• After obtaining this authorisation, a Safety authorisation has to be obtained from the Safety Executive of Adif.*
advance timetable (train planning)	An early timetable that sets out the anticipated movements of railway vehicles.
Advisory Group (AG) / Railway Undertaking Advisory Group (RAG) / Terminal Advisory Group (TAG)	EC REGULATION 913/2010: 'The management board shall set up an advisory group made up of managers and owners of the terminals of the freight corridor including, where necessary, sea and inland waterway ports. This advisory group may issue an opinion on any proposal by the management board which has direct consequences for investment and the management of terminals. It may also issue own-initiative opinions. The management board shall take any of these opinions into account.' (Terminal Advisory Group - TAG) 'The management board shall set up a further advisory group made up of railway undertakings interested in the use of the freight corridor. This advisory group may issue an opinion on any proposal by the management board which has consequences for these undertakings. It may also issue own-initiative opinions. The management board shall take any of these opinions into account'. (Railway Undertaking Advisory Group - RAG)
advisory phase	The period following the RNE corridor meeting during which path feasibility requests are submitted and responded to, and path orders submitted.
advisory speed	The speed at which the train is supposed to drive to match the timetable.
Allocation Body	An Allocation Body is an independent organisation responsible for train path allocation to Railway Undertakings and other Applicants; this includes the designation of individual paths and the assessment of their availability. In most cases, the AB is the same organisation as the Infrastructure Manager. But if the rail operator is not independent from the Infrastructure Manager, then path allocation must be carried out, according to Directive 2012/34/EU, by an independent Allocation Body.
allocation process	The process by which capacity is granted to an Applicant by the Infrastructure Manager or relevant capacity Allocation Body; this capacity is available for the duration of the working timetable period only.
alternative route	A different route that may be taken to reach the same destination. DIRECTIVE 2012/34/EU (Recast): 'another route between the same origin and destination where there is substitutability between the two routes for the operation of the freight or passenger service concerned by the railway undertaking'.
ancillary service	May comprise: access to the telecommunication networks; provision of supplementary information; technical inspection of rolling stock; ticketing services in passenger stations; heavy maintenance services supplied in maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities (as referred to in 2012/34/EU, Annex II, point 4).
appeals procedure	The method for challenging a decision made by an Allocation Body or Infrastructure Manager. Any applicant for a train path that feels it is a victim of unfair treatment or discrimination (for example, following a decision by an IM regarding the allocation of capacity) may appeal to the authority responsible for resolving such disputes; in most cases, this is the national Regulatory Body.

Appendix / Annex	Supplementary document, forming a part of a main document but not essential for its completeness, containing supporting information and appearing usually at the end.
applicable working timetable	The version of the working timetable that is in force on a given day. In the UK, it is the second version of the working timetable; it is uploaded to all electronic systems prior to 22:00 on the evening before, and comes into operation at 00:01.
Applicant	DIRECTIVE 2012/34/EU (Recast): 'a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.' Applicants can be divided into two groups: - 'RU applicant': RU or international grouping of RUs - 'non-RU applicant': other persons or legal entities with a public-service or commercial interest in procuring infrastructure capacity.
applicant group / group of parties	The person or persons making an application.
arbitration procedure / arbitrators	A panel of one or more adjudicators which is convened. This panel sits to resolve a dispute by way of arbitration: this means giving an authoritative judgment which has to be accepted by the parties who are in disagreement.
arrival time	The time at which a train arrives at a station or other halt.
assignment of train path	The granting of a specific train path, following allocation of capacity. The train path assignment is deemed definitive as soon as the Applicant receives a written confirmation of the path it has applied for.
Associate Member (of RailNetEurope)	All bodies with a legal capacity that perform one or more functions as mentioned under 'Full Member' (see definition) on behalf of a Full Member.
authorisation required to run train services	The obtaining of any necessary legal and regulatory approval which may be required in order for Railway Undertakings to be permitted to operate train services.
Authorised Applicant	Term no longer relevant following the introduction of the new definition of `Applicant` under DIRECTIVE 2012/34/EU.
Automatic Train Control System (ATCS)	An Automatic Train Control system is where the train receives data at all times in order to maintain the correct speed and prevent trains from passing stop signals if the driver should fail to react.
availability	The ability of a product to perform a required function under given conditions at a given instant in time, or over a given time interval, assuming that the required external resources are provided.
availability of infrastructure	The availability of capacity for allocation on a network.
axle load	Axle load is a critical measure of infrastructure physical capacity and strength: it is the total permitted weight of a loaded rail wagon or a locomotive divided by the number of axles on the piece of rolling stock; in other words, the pressure exerted by the weight of each wheelset of a railway vehicle on the track; theoretically, assuming that the load is evenly distributed, the gross weight of a vehicle divided by the number of axles. *For example in Britain the maximum axle load (or tonnage) allowed is 25 tonnes. In Sweden, in 2006 about 34% of the network was upgraded to accommodate axle loads of 25 t or more.*
bank guarantee	A type of guarantee in which a bank or other lending organisation promises to repay the liabilities of a debtor in the event that the debtor is unable to do so.
basic interval timetable	A sequence of trains with identical characteristics, running at constant intervals of up to two hours.
be permitted to perform train operations	See 'authorisation required to run train services'.

bi-directional line / signalled for two-way operation	A line on which the signalling allows trains to run in both directions.
bilateral convention governing access	An international agreement, dealing with matters concerning access to the railway infrastructure.
billing arrangement	The method by which the total cost of access is indicated to a Railway Undertaking or other Applicant in order for it to make payments.
block detector	A device that detects whether a specific block (section) of track is occupied or not. Most commonly use for signalling and collision prevention.
block train	General definition: a freight train in which all the wagons are of a similar specification. The train moves a a block from one origin to one destination, without intermediate remarshalling. Often, the entire train will carry the same commodity but it may also consist of container-carrying wagons. TAF TSI definition: 'A specific form of a direct train with only as many wagons as needed, running between two transhipment points without intermediate marshalling.'
block train services	A distinction is often made between 'block train services' and 'single wagon train services'. The majority of customers and competitors perceive these two types of rail freight transport services as not substitutable. Choosing one rather than the other depends mainly on the quantity of goods to be transported.
booked capacity	Capacity requested and reserved by one RU, by another Applicant, or by the IM for maintenance purposes or for the transport of rail vehicles used for maintenance work on behalf of the IM, which is not available to other RUs or other Applicants anymore. This definition is of an *operational* nature.
booking	TAF TSI definition: 'The process of making a reservation for space on a means of transport for the movement of goods.'
border point	The location at which an international border is formally crossed. For the UK, this will involve customs and nationalisation personnel.
bottleneck	A location especially affected by congestion, with knock-on effects elsewhere on the network.
braking ratio	Braking power of vehicles in relation to their weight, and the gradient of the slope over which they are operating. The braking distance is the distance a train needs in which to stop or reduce speed, from travelling at a given speed.
branch line	A branch line, spur track, or spur is a railway line connected to a trunk line.
breakdown	The act or process of failing to function or continue.
cadenced timetable / cadenced path system	A timetable that has set service intervals or departure times.
cancellation of a path (path cancellation)	When a planned train movement is cancelled, either by the Railway Undertaking or other Applicant or by the Infrastructure Manager. REGULATION No 62/2006/EC ('TAF TSI') specifies as follows: - path cancellation by RU or other Applicant: whether the path was booked as part of long-term planning or at short notice, the RU or other Applicant must always be able to cancel a booked path. - path cancellation by IM: if something occurs (for example an obstacle on the path) and the booked path is no longer available, the IM must inform the RU as soon as it knows this. This can happen at any time between the moment the train path is contracted and the departure of the train.' In Sweden, the current fee system demands to know when the cancellation was done: before or after the scheduled time of departure; in Swedish two different words are therefore used (avbokat, inställt). So 'path cancellation' corresponds to what is done before the scheduled time of departure. If, after the scheduled time of departure, it is discovered that the train for some reason cannot run, one can talk of a 'train cancellation' (the path exists but there is no train; if this is caused by the RU, they should still pay for the unused capacity).

cancellation of a train (train cancellation)	The 'cancellation of a train', as mentioned in the TAF TSI Regulation, concerns a train that is already running. As a train cancellation does not lead automatically to a (partial) path cancellation and vice-versa, it is important to distinguish in the 'train running phase' between a 'partial path cancellation' and a 'train cancellation': - train runs from A to B, ends its journey at B and does not continue from B to C at all: * train is cancelled, path is partially cancelled - train runs from A to B, stops its journey at B and does not continue from B to C at all, but another train uses the path scheduled from B to C: * only the train is cancelled - train runs from A to B, and then to E via D, instead of via C: * path is partially cancelled (B – C – E), but train is not cancelled.
capacity	Narrow definition: the maximum number of trains which can be planned to move in both directions over a specified section of track in a 24-hour period. General definition: the totality of potential train paths that can be accommodated on a railway line or a network. In DIRECTIVE 2012/34/EU: 'the potential to schedule train paths requested for an element of infrastructure for a certain period'. In Sweden, capacity has a much wider sense, meaning: services offering the customers access to any kind of infrastructure (track and/or other facility, not just the train path service), as well as access to the rail network for engineering work.
capacity allocation	The process by which capacity is granted to a Railway Undertaking or to any other Applicant by the relevant capacity Allocation Body; this capacity will later be used as actual train paths.
capacity analysis	The analysis (carried out by the Infrastructure Manager or Allocation Body) of the availability of capacity for train paths on a network.
capacity application	An application, by a Railway Undertaking or other Applicant, to obtain train paths.
capacity constraints	Factors which have the effect of reducing available capacity on a network.
capacity enhancement plan	After the completion of a capacity analysis, a plan detailing measures to be carried out to increase the availability of capacity.
capacity profile	An overall view of what capacity is available or used on a network.
capacity reservation for maintenance	A situation in which capacity on the network (for example, train paths available during the night) is used to carry out infrastructure maintenance.
capacity restrictions, tunnel restrictions, bridge restrictions	(Reduced) availability of infrastructure imposed by the Infrastructure Manager due to its own needs for managing the infrastructure. This can include restrictions on route opening hours and on times of possessions for maintenance, renewal and enhancement works. This also includes speed, length and weight restrictions or other influences on rolling stock (e.g. diesel only).
capacity rights	Capacity reserved for use by a Railway Undertaking or any other Applicant.
carriage / coach	OTIF definition: 'a railway vehicle, not provided with a means of traction, which is intended to carry passengers; the term includes a luggage wagon which is intended to be carried in a passenger train'.
carrier	OTIF definition: 'the person who carries persons or goods by rail in international traffic under the CIV Uniform Rules or the CIM Uniform Rules and who is licensed in accordance with the laws and prescriptions relating to licensing and recognition of licenses in force in the State in which the person undertakes this activity.' ['person' here meaning the legal entity] General definition: organisation that undertakes transportation of goods by sea, surface or air. 'Contracting Carrier' means a person or company who as a principle makes an agreement for carriage with a passenger or the consignor. 'Actual Carrier' means a person or company other than the contracting carrier, who, by virtue of authority from the contracting carrier, performs the whole or part of the carriage.

catalogue of international train paths	A document listing international train paths that have been pre-constructed and harmonised by the IMs.
catalogue path	Catalogue Paths are concrete, published path offers to the customers, both for external (RU/ other applicant) and internal (IM/AB) use. They are pre-constructed paths offered either on whole corridors or corridor sections, or on lines not covered by a corridor but involving a border point. Catalogue paths may be used for the annual timetable as well as for late request, ad-hoc requests and instant capacity. They may be the result of combining available 'system paths' (see definition) but may as well have very differing parameters. They have a significant advantage compared to non-catalogue paths: immediate availability of the path characteristics. This is made possible by advance coordinated scheduling by the countries involved. On a Rail Freight Corridor, a catalogue path is any kind of pre-constructed path that is not a pre-arranged path (PaP).
catenary	In overhead electrification equipment, the secondary wire that supports the contact (live) wire, and helps to keep the tension necessary for pantographs to draw current from it.
certification process	A certification is a designation earned by a person, product or process. In the railway business, it is the process by which something is authorised into use, usually associated with new rolling stock.
certified copy	A copy of a document that is sworn to be a true copy by a solicitor (or a notary in some countries).
characteristics and technical performance of a train	The technical characteristics of a train i.e. maximum speed, weight, braking distance, etc.
charge	Price demanded for service or goods. Rail infrastructure charges are the amount of money that Railway Undertakings or any other Applicant pay to IMs for running services on their tracks and using the IM's installations. These charges can be set according to 2 different principles: marginal cost charging (MC) and charging above the marginal cost.
charging >< billing	Charging is the process by which total access costs are calculated, while billing is the process by which these costs are indicated to Railway Undertakings or other Applicants in order for them to make payments.
charging and capacity allocation scheme	The way in which infrastructure capacity is allocated to a Railway Undertaking or any other Applicant, and the way in which access costs are calculated.
charging body	Organisation which is legally responsible for calculating railway infrastructure charges.
charging principles	The basis for the charging body's calculations.
CIS – Charging Information System	CIS is a European infrastructure charging information system; this IT tool is run by RailNetEurope. CIS provides price estimates on charges related to the use of the European rail network.
claim	Legal demand or assertion by a claimant for compensation, payment, or reimbursement for a loss under a contract, or an injury due to negligence.
claim damages	A claim for compensation for causing loss or injury through negligence or a deliberate act.
clearance of track	The gauge capability of a particular route: the space which is free when a rail vehicle is passing; indicates the minimum distance at which a fixed structure (e.g. a bridge) may be placed.
codebook	A document containing a list of codes.
collecting charges	Asking a customer to fulfil its obligation to make a payment.
combined rail transport	TAF TSI definition: 'Intermodal transport where the major part of the European journey is by rail by any initial and/or final leg carried out by road are short as possible.'

combined transport	General definition: the use of road and rail or water for the movement of goods in a single journey. UN/ECE definition: 'Intermodal transport where the major part of the European journey is by rail, inland waterways or sea, and any initial and/or final legs carried out by road are as short as possible.' CIT definition: 'intermodal transport of intermodal transport units when the major part of the journey is made by rail, by inland waterway or sea but the initial and/or terminal journeys are made by another mode of transport.'
combustion-based motive power	The power or ability to move a vehicle through the use of a combustion engine.
common marketing activity	A joint marketing activity that may be undertaken by more than one Infrastructure Manager or representative trade association.
communication system	A collection of individual communications networks, transmission systems, relay stations, tributary stations, and data terminal equipment (DTE) usually capable of interconnection and interoperation to form an integrated whole.
compensation	Something (such as money) given or received as payment or reparation for a service, damage or loss.
conciliation procedure	A procedure which involves the assignment of an independent, impartial, and respected third party (called the conciliator or mediator) in settlement of a dispute, instead of opting for arbitration or litigation.
conference mode	Conference mode is when all the parties in the conversation are able to talk to one another and listen to one another in the same conference call.
confidentiality	Confidentiality has been defined by the International Organization for Standardization (ISO) in ISO-17799 as 'ensuring that information is accessible only to those authorized to have access' and is one of the cornerstones of information security.
conflicting applications / customer requests for train paths	The situation where, after co-ordination of the requested paths and consultation with applicants, it is not possible to satisfy requests for infrastructure capacity adequately. This is because several applicants are applying for the same/adjacent path sections in more or less the same time period.
congested lines / congested infrastructure	Element of infrastructure for which the demand for capacity cannot be fully satisfied during certain periods, even after coordination of all the requests for capacity. DIRECTIVE 2012/34/EU: 'Where after coordination of the requested paths and consultation with applicants it is not possible to satisfy requests for infrastructure capacity adequately then the infrastructure manager shall immediately declare that section of infrastructure on which this has occurred to be congested. This shall also be done for infrastructure which can be expected to suffer from insufficient capacity in the near future.'
connected facility	A facility connected to the main railway network, such as a terminal, port or light maintenance depot. Such facilities are connected to rail transport, are provided by ports, terminals and other service suppliers, and lie outside the main railway network. Includes 'additional services' and 'ancillary services'.
connected rail / railway networks	Neighbouring networks.
connecting point	A point in the network where two or more corridors share the same infrastructure and it is possible to shift the services applied for from one corridor to the other.
consignee	TAF TSI definition: 'Party by whom the goods are to be received. Synonym: Goods receiver.' In a contract of carriage, the consignee is the person who receives the shipment (whether by land, sea or air). More generally, it is the person or firm whose name appears on the bill as the party to whom the goods are to be delivered by the carrier.

consignment	TAF TSI definition: 'A separately identifiable amount of goods to be transported from one consignor to one consignee via one or more than one modes of transport as specified in one single transport document. Synonym: Shipment.' Eurostat/ITF/UNECE definition: collection of goods transported under cover of the same transport document in accordance with regulations or tariffs in force where they exist.
consignment note	TAF TSI definition: 'A document which evidence a contract for the transportation by a carrier of one consignment from a named place of acceptance to a named place of delivery. It contains details of the consignment to be carried.'
consignor	The consignor, in a contract of carriage, is the person sending a shipment (whether by land, sea or air). Some carriers, such as national postal entities, use the term 'sender' or 'shipper' but in the event of a legal dispute, the proper and technical term 'consignor' will generally be used. TAF TSI definition: 'Party which, by contract with a service integrator, consigns or sends goods with the carrier, or has them conveyed by him. Synonyms: Shipper, Goods sender.'
construction site	A place on which a building is under construction; or a place where something is being built or repaired.
contact point for operational matters and emergency situations	A person appointed by the RU and IM who are party to a contract for the use of the railway infrastructure. Persons appointed by RU and IM who inform each other in case of emergency situations regarding operational matters and who are mandated to make decisions on behalf of the RU/IM within the shortest possible time, particularly in case of traffic disturbances and emergency situations; they are available 7/24.
contingency plan	Plan to be drawn up by the IM, listing the various bodies to be informed in the event of serious incidents or serious disturbance to train movements.
Contracted Timetable (CTT)	It defines the planned route and planned time of a train run. It is delivered by Message 2090 from the IMs to TIS, and merged into an international timetable by TIS.
contracting entity	General definition: the general contractor, owner of the property, construction manager, developer or other entity legally responsible for a legal agreement (or the authorised agent of any of the above). DIRECTIVE 2008/57/EC, Art. 2: 'any entity, whether public or private, which orders the design and/or construction or the renewal or upgrading of a subsystem. This entity may be a railway undertaking, an infrastructure manager or a keeper, or the concession holder responsible for carrying out a project'.
control centre	A signal box covering a large area, usually incorporating other operational functions.
control period	REGULATION (EU) 2016/545: 'a period of time of two hours maximum as defined by the infrastructure manager for comparing the allocated framework capacity and the remaining free capacity with the purpose of informing potential applicants for framework agreements of the indicative framework capacity allocated and the capacity available'.
conventional railway line	All railway lines that are not classified as «dedicated high speed lines» or «upgraded high speed railway lines».
coordinating OSS	The national OSS first contacted by a (potential/future) applicant for a train path.
coordination	DIRECTIVE 2012/34/EU (Recast): 'the process through which the infrastructure manager and applicants will attempt to resolve situations in which there are conflicting applications for infrastructure capacity'.
coordination of requests	This refers to the co-ordinated path applications of each applicant group. It is part of the draft timetabling and path allocation process.

corridor	General definition: a major railway line along a geographical route. Definition of RNE corridor adopted by the RNE General Assembly (see IROGs): international route co-ordinated and managed by two or more RNE Members in order to facilitate the development of international rail capacity. Please also see 'freight corridor' and Rail Freight Corridor'.
Corridor Information Document	Under EC REGULATION 913/2010: a document drawn up, regularly updated and published by the Corridor Management Board. This document comprises all the information contained in the network statement of national networks regarding the freight corridor in accordance with Chapter 4, Article 27 of DIRECTIVE 2012/34/EU; the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals; information concerning the procedures of application for capacity, capacity allocation to freight trains, traffic management coordination, traffic management in the event of disturbance and the implementation plan.
corridor manager	Corridor Manager: person entrusted with the overall responsibility for corridor performance in planning and operational issues (such as train path availability and punctuality). Helps to identify shared problems on a corridor (e.g. interoperability or data exchange problems) and solve these together with all the Members concerned. Ensures that the RNE strategy is deployed on the corridor.
Corridor One-Stop Shop	EC REGULATION 913/2010: 'The management board for a freight corridor shall designate or set up a joint body for applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight corridor (hereinafter referred to as a ‘one-stop shop’).'
corridor organisation	Governance structure of a Rail Freight Corridor according to Article 8 of EU Regulation 913/2010.
cost recovery (overall cost recovery, cost recovery rate / performance, level of cost recovery)	Railway sector: the revenue that helps to pay for costs or, more precisely, the proportion of operating expenses (incl. depreciation) covered by (= recovered from) commercial revenues. Cost recovery ratio = revenue / operating costs. In passenger transport, the percentage of costs covered by passenger fares is known as the 'farebox recovery rate'. Concrete example: the overall cost recovery for passenger transport in country A is x%. Real example: passenger fares covered 67.3% of the operating costs of New York City subways in 2002. Cost recovery rates may vary from traffic segment to traffic segment. Some traffics offer a relatively high level of cost recovery, for example freight traffics capable of being handled in point to point block train loads over comparatively long distances at high frequency.
cross-acceptance	A product has achieved cross-acceptance status when it has been accepted by one Authority (of the relevant European Standards) and is acceptable to other Authorities without the necessity for further assessment. For EU meaning, see DIRECTIVE 2008/57/EC on the interoperability of the rail system within the Community (Recast), Article 18, Procedure for establishing the ‘EC’ declaration of verification.
cross-link	A national or international railway link connecting two adjacent corridors.
customer	In the sense used in RNE guidelines and handbooks, any International Grouping or Railway Undertaking: (i) contacting a national OSS or (ii) to whom an international train path has been allocated on the basis of a duly-signed access contract for the use of railway infrastructure.
customer contact point / mediating point	In the sense used in RNE guidelines and handbooks, the One-Stop Shop (OSS) is the national point of contact for rail customers established by a Member of the RailNetEurope association.
customer defaulting on its payment / payment obligations	Failure to make required payments at an agreed time or to comply with other conditions of an obligation or agreement.

Customer Handbook (RNE)	This handbook describes the process by which Railway Undertakings (RUs) and other applicants can request and obtain international train paths.
damage event	An event during operation that causes physical damage or loss to the equipment/machinery being operated (e.g., train or track), or to the goods being forwarded, or to the persons being carried.
dangerous goods / hazardous materials (HazMat) / restricted articles	Dangerous goods are the United Nation's official term for Hazardous Materials. These are materials and objects of which the carriage is prohibited under the RID (International regulation on the carriage of dangerous goods by rail) or authorised only under certain conditions, because they are substances / articles that have dangerous properties that can cause injury to people, and damage to the environment, property and other goods, unless they are correctly handled during transport - including movement, loading, unloading, storage and other handling. A few examples: explosive substances and articles, gases, flammable liquids, toxic substances, radioactive materials.
deal with requests	Accept path study request or path order and forward it to the involved IMs for processing.
dedicated capacity	Capacity that has to be jointly defined and organised by the Infrastructure Managers of a Rail Freight Corridor to fulfil the requirements of EU Regulation 913/2010. It refers to pre-arranged paths (PaPs) and reserve capacity.
dedicated high speed railway line	A line specially built to allow traffic at speeds generally equal to or greater than 250 km/h for the main segments. [High speed lines may include connecting lines, in particular connecting segments into town centre stations located on them, on which speeds may take account of local conditions.]
dedicated line	A dedicated line is a rail link used *exclusively* by one type of traffic (freight or passengers), for example the Betuwe Line in the Netherlands. There are also dedicated high-speed lines, as high-speed trains require special infrastructure (dedicated track). Do not confuse with a *specialised* line (a rail link where one type of traffic – freight or passengers – will be preferred and given priority when allocating capacity).
delay	Time during which some action is awaited but does not take place. Train delays: mostly used when a train circulates or/and arrives later than planned in the timetable. A 'primary delay' is a delay that directly affects the train; a 'secondary delay' (or knock-on delay or cascading delay) is a delay caused by a primary delayed train. The definitions of delay thresholds (as well as the measurement of delay) vary widely around the world (for example, in Japan only trains with less than a minute's delay are defined as 'on time'). In 2008, the UIC recommended to set the threshold value at 5 minutes.
delay attribution	The accurate identification of the causes for delays, cancellations, diversions and other events is of prime importance to enable all parties involved to create action plans to improve operational performance. Delay causes have been codified by the UIC in Leaflet 450 – 2, Delay coding and delay cause attribution process (2008)
departure time	Planned departure time: the time at which a train is scheduled to depart from a given point of origin. Actual departure time: the time at which a train actually departs from a station or other point of origin.
derailment	An incident which results in a locomotive or any other railway vehicle leaving the track but not involving a collision. A collision between two trains may of course cause a derailment. In minimal form: the wheels of a single axis are derailed, at worst: an entire train.
derailment safety	There are methods for calculating and testing the derailment safety of rail vehicles.
designated infrastructure	Please see 'specialised infrastructure / line'.
desired path	Train path that a customer is applying for.
direct train	TAF TSI definition: 'A train with related wagons which runs between two transhipment points (initial source — final destination) without intermediate marshalling.'

dispatcher	The dispatcher is an employee of a transport company who sends out trains, buses, trucks, or cars according to a schedule; they control the departure of vehicles according to weather conditions and in the interest of efficient service.
dispute / opposition / claim	A dispute relating to the allocation of infrastructure capacity may arise in some situations. In such a case, DIRECTIVE 2012/34/EU allows the option of an arbitration procedure.
dispute resolution system	In the event of disputes relating to the allocation of infrastructure capacity, 'a dispute resolution system shall be made available in order to resolve such disputes promptly. This system shall be set out in the network statement. If this system is applied, a decision shall be reached within a time limit of 10 working days.'
disruption (to services / traffic)	When some disorder on the rail network leads to disruption of the rail services provided by IMs to RUs, and consequently to train services provided by RUs to their customers. Eurostat/ITF/UNECE definition: "Extensive disruption to traffic" occurs when train services on at least one main railway line are suspended for more than six hours.
distance between centres of tracks	The number of metres and centimetres between the centre of one railway track and the centre of an adjacent railway track. For example, the high-speed line Milan-Bologna has a distance between centres of tracks of 5 m.
disturbance	The same thing as disruption.
door to door / dock to dock	Transport of a shipment from the shipper's premises (factory, store, warehouse, etc.) to the consignee's premises (as opposed to station to station).
double-track	A railway line in which one track is provided for each direction of travel.
draft timetable	Timetable to be prepared by the IM no later than four months after the deadline for submission of bids by applicants.
electrification system	A railway electrification system is a way of supplying electric power to electric locomotives or multiple units.
electronic data	Collection of information, stored in a computer memory and/or on another physical medium.
emergency	NOS definition: 'A sudden unforeseen occurrence needing immediate action.' Clearly, immediate action is only needed if there is a risk of accident / harm / a hazard.
engineering works	Technical works on the rail track, including construction and alteration. Other meaning: a factory producing engineered products.
enhancement	Improvement, modernisation or upgrade.
entity in charge of maintenance	DIRECTIVE 2008/57/EC, Art. 2: 'an entity in charge of maintenance of a vehicle, and registered as such in the national vehicle register'.
environmental charge	A charge (obligation to pay) which is asked for the aim of combating damage to the environment (for example: climate change, air pollution, municipal and hazardous waste, chemicals, noise, ozone depleting substances and emissions from the transport and energy supply sectors).
environmental costs	All damages caused by environmental nuisances (health costs, material damages, biosphere damages, long-term risks).
environmental restrictions	Restrictions which are applied in order to protect the environment, for example limits on car emissions, noise limits near railway stations, roads and airports, protected land areas (where certain types of transport infrastructure are not allowed to be built), etc.
ERTMS (European Railway Traffic Management System)	ERTMS is a major industrial project being implemented by the European Union, which will serve to make rail transport safer and more competitive. It is made up of all the train-borne, trackside and lineside equipment necessary for supervising and controlling, in real-time, train operation according to the traffic conditions based on the appropriate Level of Application.
ETA (Estimated Time of Arrival)	TAF TSI definition: 'Estimated Time of Arrival of wagons at the customer side.'

ETCS (European Train Control System)	This component of ERTMS guarantees a common standard that enables trains to cross national borders and enhances safety. It is a signalling and control system designed to replace the several incompatible safety systems currently used by European railways. As a subset of ERTMS, it provides a level of protection against over speed and overrun depending upon the capability of the line side infrastructure.
ETH (Estimated Time of Handover)	TAF TSI definition: 'Estimated Time of Handover of a train from one IM to another.'
ETI (Estimated Time of Interchange)	TAF TSI definition: 'Estimated Time of Interchange of wagons from one RU to another.'
European specification	DIRECTIVE 2008/57/EC, Art. 2: 'common technical specification, a European technical approval or a national standard transposing a European standard, as defined in Annex XXI to Directive 2004/17/EC'.
evolution of the infrastructure	Changes brought to the infrastructure such as new track, signalling, etc.
exceptional consignment / transport / load	An exceptional transport causes particular difficulties (as a result of its size, weight or packaging) as regards the fixed installations or wagons of one of the networks/RUs to be used. Because of that, it can only be allowed to run under special technical or operating conditions. Examples: test trains, out-of-gauge loads, heavy axle load vehicles. UIC leaflet 502-1, Article 1.1, definition of 'Exceptional consignments': 'A consignment is considered as exceptional if its external dimensions, its weight or its features in relation to the fixed equipment or wagon of a railway/RU involved in the transport cause particular difficulties, and therefore, it can only be accepted under special technical or operating conditions.' More details are in Art. 1.2.
exchanged data	Data interchanged between at least two entities (in this case, data generated and processed by the IMs).
existing rail system	DIRECTIVE 2008/57/EC, Art. 2: 'the structure composed of the railway infrastructures, comprising lines and fixed installations of the existing rail system, plus the existing rolling stock of all categories and origin travelling on that infrastructure'.
external costs	External costs include the costs of scarce infrastructure (e.g. congestion), accident costs and environmental costs (e.g. air pollution, noise and impact on climate change).
fair and non-discriminatory basis	Just to all parties, equitable, free of favoritism or bias (prejudice). In the railway sector, this means that all customers have to be treated in the same way (no special advantages, no favours) by the Infrastructure Managers.
fault and emergency management	Automated, integrated decision-support systems (software) used by call centres to ensure an efficient fault and emergency management, for example in the power supply sector.
feeder line / path	General definition: branching part of a railway network that merges with the main line (such as an intercity route or a Rail Freight Corridor), thus bringing traffic to it. On Rail Freight Corridors (RFC), any path/path section prior to reaching. The feeder path may also cross a border section which is not a part of a defined RFC; it is the opposite of an 'outflow path' (outbound path). Also called a branch line.
final path allocation	It takes place after the one-month consultation phase (during which RUs can submit observations and comments on the draft network timetable) and a two-week period during which IMs take these observations and comments into account.
first come, first served principle	The first person asking for a given good will get that good; for example, where this principle is applied, the first RU or other Applicant requesting a given train path will get that train path.
flexible approach	When an applicant requests adjustments to a pre-arranged path, e.g. a different station for the change of driver or shunting that is not provided for in the path publication. Also if the applicant requests feeder and/or outflow paths connected to the pre-arranged path and/or a connecting path between different Rail Freight Corridors, these requests will be handled under a flexible approach.
forecast time	TAF TSI definition: 'Best estimate of arrival, departure or passing time of a train.'

foreign infrastructure	Infrastructure of an IM in a neighbouring country or another foreign country. In countries like Switzerland where there are more than one IM, a foreign infrastructure means the infrastructure of another IM.
forwarding point	Place from which goods are dispatched to their destination.
Framework Agreement	Expression used in EU Directives as referring to a general agreement setting out rights and obligations in relation to infrastructure capacity to be allocated and the related charges for a period longer than one working timetable period. The principle of not specifying train paths in detail allows for infrastructure capacity management that includes long-term planning. According to the definition in DIRECTIVE 2012/34/EU, Chapter I, Article 3: a framework agreement means a legally binding general agreement under public or private law, setting out the rights and obligations of an applicant and the infrastructure manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable. Further, Framework Agreements reserve a certain amount of capacity in a generic manner and can never be exclusive with regard to other legitimate users of the railway infrastructure. However, some IMs may assign priority to a framework agreement. In the UK: a framework agreement refers to a Track Access Agreement.
framework capacity	REGULATION (EU) 2016/545: 'infrastructure capacity allocated under a framework agreement'.
framework capacity statement	REGULATION (EU) 2016/545: 'an overview of both the framework capacity allocated on the lines of a given network and an indication of the volume and nature of the available capacity on such lines, and may include a graphical view, with the purpose of nforming potential applicants for framework agreements'.
framework for capacity allocation (FCA)	REGULATION (EU) 913/2010: 'The executive board shall define the framework for the allocation of the infrastructure capacity on the freight corridor.' The framework specifies procedures, time limits and any information needed to apply and use a PaP on a Rail Freight Corridor.
freight corridor	REGULATION (EU) No 913/2010: 'all designated railway lines, including railway ferry lines, on the territory of or between Member States, and, where appropriate, European third countries, linking two or more terminals, along a principal route and, where appropriate, diversionary routes and sections connecting them, including the railway infrastructure and its equipment and relevant rail services in accordance with Article 5 of Directive 2001/14/EC.'
freight forwarders	Companies/persons responsible for dispatching freight traffic to its destination.
freight terminal	Station where handling of goods takes place (goods are loaded on, or unloaded from, transport vehicles). May also include shunting of rail vehicles (wagons) between trains, without any (un)loading. May include open access and privately-owned industrial tracks, tracks of warehouses, loading places, Ro-La loading places, container loading places, loading areas and trans-shipment sidings.
fulfil a commitment	Do something that has been agreed.
full length of a path	Entire length of a train path (from A to B).

Full Member (of RailNetEurope)	All bodies with a legal capacity which, on a network or part of a network, according to national laws or by appointment of their national authorities, are responsible for railway infrastructure management, as defined in EC DIRECTIVE 2001/14 and, as a consequence, perform one or more of the Infrastructure Manager (IM) or Allocation Body (AB) functions listed below: - Establishment of railway infrastructure (investment); - Maintenance; - Train paths sales/One-Stop Shop; - Timetable production; - Capacity and/or path allocation; - Traffic control management.
gain access	Be permitted / allowed / licensed to have access to (in this case, to the rail network).
gauge / loading gauge	The maximum dimensions of trains that a specific route can allow; in other words, the profile through which a railway vehicle and its loads must pass, taking into account tunnels and track side obstacles. Gauge: maximum height and width (size) of rail vehicles allowed on a specific route. Loading gauge: maximum physical dimensions (height and width) to which an open rail wagon can be loaded.
General Terms and Conditions (GTC)	Stipulations of a document common to all the users/partners. General Terms and Conditions of the RNE standard contract of use: the provisions that set out – for each IM – the technical, financial and administrative rules for the use of infrastructure and train operations. Such provisions may be contained – in some cases – in the Network Statement.
glossary / glossary of terms	Alphabetical list of technical terms in some specialized field of knowledge; usually published as an appendix to a text related to that field.
goods	Articles of commerce, freight items. In rail sector: items transported on a train. Goods loaded: goods placed on a railway vehicle and dispatched by rail. Goods unloaded: goods taken off a railway vehicle after transport by rail.
goods train	Train for the carriage of goods composed of one or more wagons and, possibly, vans moving either empty or under load.
Graphical User Interface (GUI)	A representation that allows someone to interact with a computer (or system) through a metaphor of direct manipulation of graphical images and widgets in addition to text.
gross negligence	Conscious and voluntary disregard of the need to use reasonable care, which is likely to cause foreseeable grave injury or harm to persons, property, or both.
halt [geographical point]	Stop-off point generally open to passenger traffic only and not usually staffed.
halt [scheduled]	Interruption or temporary suspension of progress or movement of a train. Scheduled halts may be a scheduled station, a place where trains may stop, or where loading and unloading occurs, and where assistance may be available (contrary to a station, there are no points that allow a train to use different routes).
halt [unscheduled]	Interruption or temporary suspension of progress or movement of a train. A train may be halted out of course between stations or at an unscheduled station.
handbrake type code and weight	The type code of a brake operated by hand and the weight it can bring to a halt when applied.
handling of requests (for infrastructure capacity, international train paths, etc)	Processing of requests for infrastructure capacity (part of 'minimum access package')
handling point	TAF TSI definition: 'Station where the RU may change the train composition, but where it remains responsible for the wagons, no change of responsibility.'

handover	The process of passing responsibility for a train between two Radio Block Centres and/or two countries.
handover point	TAF TSI definition: 'Point where the responsibility changes from one IM to another.'
harmonisation (technical harmonisation)	A process designed to make the essential elements and/or requirements of products/services consistent or compatible. This means combining or modifying parts of diverse products/services so as to form a consistent and orderly whole.
hazard	NOS definition: 'Something with the potential to cause harm (this can include articles, substances, plant or machines, methods of work, the working environment and other aspects of work organisation).'
heavy axle load vehicle	Since the 1980s, 20 and 22.5 t axle loads have the most prevalent standards used in Europe. If a vehicle exceeds the maximum axle load allowed under the 'route class' for a given section of track or structure (e.g. bridge), then it is called a heavy axle load vehicle. Operation involving vehicles with an heavy axle load results in additional maintenance, as heavy axle load vehicles cause more damage to railway tracks and structures as lighter axle loads.
high quality freight path	The European Commission wishes to promote the creation of a European freight network on which freight transport could offer a better quality of service in terms of journey times, reliability and capacity.
high-speed rail (HSR) network	A network of railway lines where trains regularly operate at or above 250 km/h (155 mph).
high-speed train	Train designated to operate: -either at speeds of at least 250 km/h (155 mph) on new track, i.e. lines specially built for high speed, while enabling operation at speeds exceeding 300 km/h in appropriate circumstances, -or at speeds of the order of 200 km/h (124 mph) on upgraded rail lines, where compatible with the performance levels of these lines.
hot (axle)box / hot axlebox detector (HABD)	Device located on the side of the track that can detect the presence of a hot box and identify its position, and alerts the signalling staff, who can then take measures to either slow down or stop the train safely. A 'hot box' is a wheel bearing or axlebox which has become overheated; in extreme circumstance, it may melt or catch fire and cause derailing.
hub	Point where several branches of a network converge.
implementation plan (EU Rail Freight Corridors)	REGULATION (EU) No 913/2010: 'the document presenting the means and the strategy that the parties concerned intend to implement in order to develop over a specified period the measures which are necessary and sufficient to establish the freight corridor'
in service / out of service	A train is **in service** from the time it starts its journey until the time it completes its journey. A vehicle is in service when it forms part of a train which is in service. A train is **out of service** between the time that it completes its journey and the time it starts another journey. A vehicle is out of service when it forms part of a train that is out of service, or when it has been detached from a train in a depot, siding, platform line or other authorised place.
inception	An event that is at its beginning; the first part or stage.
incident	OTIF definition: 'any occurrence, other than accident or serious accident, associated with the operation of trains and affecting the safety of operation'. NOS definition: 'An unplanned, uncontrolled event, which could have led to injury to persons or damage to vehicles and equipment, or some other loss.'

incumbent	The national railway undertakings or operators. Traditionally, incumbents have been the owners of rolling stock and are considered the specialists in the areas of production, operations, and maintenance; in most countries, they used to be in charge of the rail infrastructure as well, until a separation of infrastructure and operations was introduced under EU legislation. *According to the EC, the provisions in DIRECTIVE 2001/14 abolish so-called 'grandfather rights', since a train path will be granted to Applicants for a maximum duration of one timetable period only. However, a Railway Undertaking investing in a service for a number of years, for instance in public service passenger transport, may enter into a Framework Agreement with the Infrastructure Manager in order to be guaranteed a certain amount of capacity so as to be able to carry out the service for more than one timetable period.*
indemnification and holding harmless, Hold Harmless Agreement	An indemnification clause is an agreement between two parties not to hold one of them liable for future legal action or fines in relation to an accident; it usually only works in one direction. The agreement to indemnify and hold harmless a company can also apply to claims arising from third parties in relation to the accident (for example, family of deceased passengers and crew after an aircraft accident). Holding harmless is a defensive right: it is the right not to be bothered by the party seeking indemnification. One party assumes the liability inherent in a situation, thereby relieving the other party of responsibility.
infrastructure	DIRECTIVE 2008/57: 'The track, points, engineering structures (bridges, tunnels, etc.), associated station infrastructure (platforms, zones of access, including the needs of persons with reduced mobility, etc.), safety and protective equipment.' UK: infrastructure is sometimes called 'track', e.g. in 'track access'.
infrastructure capacity	See 'Capacity'.
infrastructure charge	Charge related to the use of the rail network, more specifically for services provided by IMs that are published in their Network Statements.
infrastructure coordinates	Data indicating the location of particular infrastructural elements in a given coordinate system.
Infrastructure Manager (IM)	DIRECTIVE 2012/34/EU (Recast): 'any body or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the Infrastructure Manager on a network may be allocated to different bodies or firms.' OTIF definition: 'an undertaking or an authority which manages railway infrastructure'. In particular, 'manager' means the person who makes railway infrastructure available and who has responsibilities in accordance with the laws and prescriptions in force in the State in which the infrastructure is located'. UK: IMs are sometimes called 'track managers'.
Infrastructure Register	Please see 'Register of Infrastructure'.
infrastructure services	Services provided by IM.
infrastructure use costs	The costs incurred by the IM that are directly associated with the infrastructure's use by the RUs. According to an EC consultation document (Preparation of an Impact Assessment on the Internalisation of External Costs), infrastructure use costs correspond to the variable part of infrastructure costs. Although it is often difficult to distinguish the variable from the fixed costs, it is generally considered that variable infrastructure costs cover maintenance and operating costs. These costs vary with traffic volumes, vehicles weight per axle and weather conditions.
infrastructure wear and tear	Damage that naturally and inevitably occurs as a result of normal use or ageing of railway infrastructure.
infrastructure works schedule	Predefined schedule of planned infrastructure works (maintenance, renewal, upgrading…).
installation	Act of putting a process / technical equipment / software program into use.
installations	A system of machinery or other apparatus set up for use, for example 'electrical and mechanical installations used for signalling', 'electrical installations used for supplying power to vehicles'.
integrated company	Railway transport operator (Railway Undertaking) also being an Infrastructure Manager.

interchange of electronic data	The sending and receiving of electronic data by several IT systems.
interchange point	TAF TSI definition: 'Location where the transfer of responsibility for the wagons of a train (from one RU to another RU) takes place. Regarding train running, the train is taken over from one RU by the other RU, which owns the path for the next journey section.'
intergovernmental agreement	Written agreement between several governments (2 or more).
intermediate point	TAF TSI definition: 'Location which defines the start or end point of a journey section. This may be e. g. an interchange, handover or handling point.'
intermodal compatibility	The capability to transfer a shipment from one mode of transport to another, as from airplane to highway truck, to railway freight car, to ocean vessel.
intermodal container / ISO container	A structural container designed for carriage on airplanes, trucks, rail cars, and ocean vessels and equipped with corner fittings for restraint on a truck chassis and/or for lifting by crane or other loading mechanism. 'ISO container' – named after the International Organization for Standardization – denotes a container equipped with standard ISO corner fittings for lifting or for retaining on a truck chassis.
intermodal terminal / intermodal rail transport terminal	Eurostat/ITF/UNECE definition: place equipped for the transhipment and storage of intermodal transport units (ITUs) between modes, one of which is rail. TAF TSI definition: 'Location which provides the space, equipment and operational environment under which the loading units (freight containers, swap bodies, semi-trailers or trailers) transfer takes place.'
intermodal transport	TAF TSI definition: 'The movement of goods in one and the same loading unit or vehicle which uses successively several modes of transport'. (This takes place without the goods themselves being handled.)
intermodal unit	A Load Unit which can be transported by different modes, e.g. container, swap body, semi-trailer, trailer.
internal and external cleaning of vehicles	Mechanical and/or chemical cleaning of railway vehicles.
international freight service	DIRECTIVE 2012/34/EU (Recast): 'a transport service where the train crosses at least one border of a Member State; the train may be joined and/or split and the different sections may have different origins and destinations, provided that all wagons cross at least one border'.
international grouping (IG)	DIRECTIVE 2012/34/EU (Recast): 'an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity'
international passenger service	DIRECTIVE 2012/34/EU (Recast): 'a passenger service where the train crosses at least one border of a Member State and where the principal purpose of the service is to carry passengers between stations located in different Member States; the train may be joined and/or split, and the different sections may have different origins and destinations, provided that all carriages cross at least one border'.
international path study request	An applicant’s request for an international path study which comprises information on train operation and timetabling.
international rail route	The way taken by an international train to get to its destination station.
international timetable planning procedure	A common process management approach developed by RNE and FTE (Forum Train Europe) and applied by RNE members for international timetable planning (harmonised order and response time, joint meetings, same IT tools e.g. PCS/Pathfinder, etc.).
international traffic	The movement across borders of railway vehicles on railway lines over the territory of at least two States.
international train path	The infrastructure capacity needed to run a train between two specified points within a defined time frame, where departure and end stations are located in different countries and the train route crosses at least one national border between participating Members.

interoperability	A property referring to the ability of diverse systems and organizations to work together (inter-operate). The term is often used in a technical systems engineering sense, or alternatively in a broad sense, taking into account social, political, and organizational factors that impact system-to-system performance. DIRECTIVE 2008/57/EC, Art. 2: 'the ability of a rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance for these lines. This ability depends on all the regulatory, technical and operational conditions which must be met in order to satisfy the essential requirements'. UNISIG definition of operational interoperability in European railway area: the ability to enable the international safe running of trains on different European networks without having to stop the train at borders; changing the engine at borders; changing the driver at borders; requiring the train driver to perform any other activity other than the standardised ERTMS operation. More generally, in order to overcome the technical fragmentation of rail networks in Europe, the interoperability directives of the European Union are gradually establishing mandatory Technical Specifications for Interoperability, commonly referred to as TSIs.
interoperability (administrative)	Concerns tax issues, loading and consignment bills, as well as various forms, rules and regulations enforced in each country.
interoperability (legal)	Work on legal interoperability is led by the International Committee of Transport (CIT); it concerns for instance: the legal interoperability of the CIM/SMGS electronic consignment note, making the legal regimes for rail traffic between Europe and Asia interoperable.
interoperation	The use of interoperable systems, units, or forces; working reliably with another system.
investment	General definitions: any use of resources intended to increase future production output or income; laying out money or capital in an enterprise with the expectation of profit; the spending of money on stocks and other securities, or on assets such as plant and machinery. Investment in rail infrastructure: for example, modernising signalling, building new lines, electrifying existing lines, improving railway station facilities, etc.
investment plan	REGULATION (EU) 913/2010: 'The management board shall draw up and periodically review an investment plan, which includes details of indicative medium and long-term investment for infrastructure in the freight corridor, and shall submit it for approval to the executive board. This plan shall include: a) the list of the projects foreseen for the extension, renewal or redeployment of railway infrastructure and its equipment along the freight corridor and the relevant financial requirements and sources of finance, b) a deployment plan relating to the interoperable systems along the freight corridor which satisfies the essential requirements and the technical specifications for interoperability which apply to the network as defined in Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community....., c) a plan for the management of the capacity of freight trains which may run on the freight corridor, which includes removing the identified bottlenecks....., d) where applicable, reference to the contribution of the Union envisaged under financial programmes of the Union.'
Joint Office (JO) of RNE	Standing organisation of RailNetEurope (RNE). Much of the staff of the RNE Joint Office is seconded from the Members of the Association; the budget of the JO is approved annually by the RNE General Assembly.
joint railway station	Junction station between railway companies, the operation of which is governed by an agreement between the States or companies concerned.

journey	TAF TSI definition: 'A 'journey' denotes the spatial forwarding of a loaded or empty wagon from the forwarding station to the destination station.' General definition: the route between the depot, siding, platform line or other authorised place where the train enters service and the depot, siding, platform line or other authorised place where the train reaches its destination, or: • is required to reverse before continuing to its destination • is required to have vehicles attached or detached • is required to terminate short of its destination, as a result of infrastructure fault, line blockage, defective on-train equipment or any other operational reason.
journey section	TAF TSI definition: 'part of the journey which takes place on one infrastructure sector of an infrastructure manager, or part of the journey from the entry handover point to the exit handover point of the infrastructure of one infrastructure manager.' For journey sections applying to passenger trains, please refer to definition above.
Just in Time (JIT)	The principle of production and inventory control that calls for immediate movement of raw materials, component parts, and work-in-progress. Goods arrive when needed (just in time) for production or use rather than becoming expensive inventory that occupies costly warehouse space.
kind of traffic	Different types of traffic may use the railway network: *freight* and *passenger* are the main types of traffic. Passenger traffic may itself be sub-divided into fast passenger traffic (in particular, high-speed rail) and slow passenger traffic (local/regional traffic). Mixed-traffic operation has been the historic norm for most railways. Segregation of passenger and freight flows can be achieved in different ways; in the past, separation was mainly achieved by running passenger trains during the day and freight at night. Today, dedicated corridors (e.g. high-speed lines for passengers, and freight routes parallel to new lines) are more in favour, as freight trains are in direct competition with road transport.
legal framework	Main body of legislation and regulations to be taken into account by RUs and IMs.
level crossing	Place where railway and road cross each other at the same level (without e. g. overpass or underpass). Level crossings may have gates, barriers, traffic lights or be open.
liability insurance / cover of liabilities	An insurance against the costs suffered as a result of injury, damages or loss.
liability of the contracting parties	This concerns possible losses, damages or injuries suffered in the context of the performance of a contract. The clause dealing with the liability of the contracting parties covers, for example, the payment of damages in such situations.
licence / entitling act	DIRECTIVE 2012/34/EU (Recast): 'an authorisation issued by a licensing authority to an undertaking, by which its capacity to provide rail transport services as a railway undertaking is recognised; that capacity may be limited to the provision of specific types of services' OTIF definition: 'the authorisation issued by a State to a railway undertaking, in accordance with the laws and prescriptions in force in that State, by which its capacity as a carrier is recognized.' General definition: document issued by the relevant authority which allows a railway operator to use the rail infrastructure.
light running	A train which consists of locomotive(s) only, or a train movement not generating revenue for the rail operator, for example: driving to / from fuelling and maintenance depots, positioning the rolling stock for its next use.
limited-traffic line	Line with limited admittance, where traffic is excluded at a defined time of day (normally at night).
line / railway line	General definition: one or more adjacent running tracks forming a route between two points. EC Decision of 15 September 2011 on the common specifications of the register of railway infrastructure: a sequence of one or more sections, which may consist of several tracks.

line classification / line designation	Lines are classified into various categories according to a number of technical factors.
line equipped with a train radio system	The use of radio communication is possible along the railway line.
line gradient	The rate at which a railway track rises or falls in relation to the horizontal. This is expressed by a percentage number (for instance, 1 unit of vertical change for a section that is 200 units long is 0.5%, or 5 per 1000).
line section	UIC definition: Part of a line in which the traffic mix and/or the number of trains, the infrastructure and signalling conditions do not change fundamentally. EC Decision of 15 September 2011 on the common specifications of the register of railway infrastructure): 'section of line' means the part of line between adjacent operational points and may consist of several tracks.
line speed	The maximum general speed permitted for a railway line, for example 100 km/h. This may be subject to localised speed restrictions.
load carriage restriction code	A code that is applied to train services requiring special travel arrangements to be authorised before these services are allowed to operate.
load limit chart	A chart showing the maximum standard loading gauge for a particular route or section of track.
load-limit gauge	The maximum axle weight limits and equivalent distributed vehicle loadings which the current network can carry according to the engineering characteristics for each route, particularly for underline bridge and viaduct structures.
local movement	NOS definition: 'working on the ground within a defined area such as a depot.'
location of train	The geographic location of a train service.
locomotive / loco-hauled train	A train composed of railway vehicles pulled by a locomotive.
long incline	A section of railway with an increasing gradient. The gradients on a route will have a direct effect on the power to weight ratio necessary to operate a train effectively and efficiently. In some cases, additional locomotives ('banking locos') may be required to assist heavy freight trains.
macro / micro level	EC Decision of 15 September 2011 on the common specifications of the register of railway infrastructure: '**macro-level**' means the overall railway network defined by sections of line and operational points; '**micro-level**' means the detailed railway network defined for sections of line by tracks and for operational points by tracks and sidings
main (railway) line	Main inter-city and other main passenger or freight route available for rail services. Main railway lines comprise the high-speed railway lines and important major conventional railway lines as defined by national or international authorities.
maintenance	Area, equipment or infrastructure normally used for, or in connection with, the provision of rolling stock-related maintenance services. The layout of a maintenance facility or depot will usually consist of a storage yard, a car cleaning area, an inspection and light maintenance shed, a heavy maintenance shop and, possibly, a separate locomotive shop or at least an area for locomotives.
maintenance depot	A location with the facilities to repair or replace specified items of defective on-train equipment.

maintenance, heavy maintenance	Activity aiming to maintain something in good working order, prevent operational disturbance and/or uphold a given technical standard. EU definition (DIRECTIVE 2008/57): 'The procedures, associated equipment, logistics centres for maintenance work and reserves allowing the mandatory corrective and preventive maintenance to ensure the interoperability of the rail system and guarantee the performance required.' EU definition (DIRECTIVE 2012/34/EU, recast) of 'heavy maintenance': 'means work that is not carried out routinely as part of day-to-day operations and requires the vehicle to be removed from service.'
major artery	A main route operated by the Infrastructure Manager.
major planned works	Scheduled engineeering works which might be expected to cause disruption to the normal operation of train services.
maritime and inland port facilities	A location on a coast, lakeshore or inland waterway, where freight can be transferred from ship to land or vice versa. It includes: port areas, equipments or infrastructures normally used for, or in connection with, the provision of loading/unloading services for goods, cargo handling, handling of shipping traffic and facilities for ferryboat services. These facilities are mentioned in DIRECTIVE 2012/34/EU, ANNEX II, 2. (g) as one of the SERVICES TO BE SUPPLIED TO THE RAILWAY UNDERTAKINGS but are not defined.
mark-up	The possibility of heightening the price in order to obtain a greater recovery of the costs incurred by the IM.
marshalling yard	Eurostat/ITF/UNECE definition: Station or part of a station especially equipped with a number of tracks or other equipment for railway vehicle marshalling (switching) operations. [Sometimes referred to as classification yard.] General definition: railway facility equipped with tracks with special layout and technical facilities, where sorting, formation and splitting-up of trains takes place; wagons are sorted for a variety of destinations, using a number of rail tracks. There are 3 types of marshalling yards: flat-shunted yards, hump yards and gravity yards. From a shunting point of view, both flat shunting and hump shunting may be in use; from the track position point of view, track can be parallel, continuous or mixed; from the point of view of technology: it can be automated (central switching, time and target braking), power operated (partial central switching, use of rail brake, drag shoes), or manually operated (local switching). *In Sweden, 'train formation location' is the general term for locations (stations) where trains are formed and unformed. This can refer either to freight or passenger trains and there are two types of train formation locations: marshalling yards and other station yards. Marshalling yards have the following four features:* *- lead track* *- automated switching* *- hump with entry and/or exit group* *- direction tracks.*
maximising capacity utilisation	Taking appropriate steps in order to maximise the effective and efficient use of the capacity of the rail network; these steps are consistent with the funding that is available or is likely to become available.
maximum current drain from the overhead power lines	The maximum power that can be drawn from the power supply that is available on a particular route.
maximum operating speed	The highest speed allowed on commercial service taking into account technical characteristics of the infrastructure.

minimum access package	A package of rights conferred by DIRECTIVE 2012/34/EC, Annex II, point 1. These rights are included in the access charge and confer access to railway infrastructure facilities and a set of services for international or domestic traffic; they include the handling of requests for infrastructure capacity, the right to use granted capacity as well as use of electrical supply equipment. IMs must deliver the listed services.
minimum charge	The lowest rate applicable on each type of freight service no matter how small the shipment.
mixed train	Train composed of passenger railway vehicles and of wagons
motive power unit	A locomotive that hauls trains.
National Enforcement Bodies (NEBs)	According to Article 30 of EU REGULATION 1371/2007 on the rights and obligations of rail passengers, Member States have the obligation to set up an independent body in charge of the enforcement of the REGULATION, i.e. making sure that the rights of passengers are respected. These enforcement bodies must 'exchange information on their work and decision-making principles and practice for the purpose of coordinating their decision-making principles across the Community'.
national safety authority	DIRECTIVE 2008/57/EC, Art. 2: 'a safety authority as defined in Article 3(g) of Directive 2004/49/EC'.
neighbouring network	Railway network of a neighbouring state.
network / rail network	DIRECTIVE 2008/57/EC, Art. 2: 'the lines, stations, terminals, and all kinds of fixed equipment needed to ensure safe and continuous operation of the rail system'. DIRECTIVE 2012/34/EU (Recast): 'the entire railway infrastructure managed by an infrastructure manager'. World Bank definition: total length of railway route open for public passenger and freight services (excl. dedicated private resource railways). OTIF definition: 'the lines, stations, terminals, and all kinds of fixed equipment needed to ensure safe and continuous operation of the rail system'. UK: any railway line, or combination of two or more railway lines, and any installations associated with any of the track comprised in the line(s), together constituting a system which is used for, and in connection with, the support, guidance and operation of trains.
Network PaP (NetPaP)	Network PaPs (NetPaPs) are pre-arranged paths designed to foster the optimal use of infrastructure capacity and address the needs for capacity on specific geographical traffic routes or market segments with special requirements for train path characteristics. They may be offered on a single Rail Freight Corridor, or on two or more connected Rail Freight Corridors. Network PaPs consist of contiguous pre-arranged path sections linked together. They are identified by a special ID or marker in pre-arranged path catalogues and IT tools.
Network Statement (NS)	DIRECTIVE 2012/34/EU definition: 'the statement which sets out in detail the general rules, deadlines, procedures and criteria for charging and capacity allocation schemes, including such other information as is required to enable applications for infrastructure capacity'. In the UK, 'The Network Statement aims to provide all current and potential train operators wishing to operate train services on Network Rail's infrastructure with a single source of relevant information on a fair and non-discriminatory basis.'
Network Statement Common Structure and Implementation Guide	RNE document that specifies a common structure for network statements and explains the Network Statement Common Structure (a standard format designed to harmonise the network statements of IMs across Europe).
network timetable	A timetable of railway passenger/freight services that is made available to the public.
nodes	A network connection point or a point where the network can be joined. In railway terms this often refers to train stations.

Noise-Differentiated Track Access Charges (NDTAC)	Also called noise-related track access charging (NRTAC). DIRECTIVE 2012/34/EU (Recast): 'Noise-differentiated infrastructure charges should complement other measures to reduce noise produced by rail traffic, such as the adoption of technical specifications for interoperability (TSI) setting maximum levels of noise produced by railway vehicles, noise mapping and action plans to reduce noise exposure under Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (2) as well as Union and national public funding for the retrofitting of rail vehicles and for noise-reduction infrastructures.' The aim of this pricing measure is to encourage the retrofitting of (freight) wagons with low-noise brake blocks. The Recast of the first railway package makes its application optional. Switzerland has a railway noise abatement programme and since 2002 applies NRTAC to all trains running on its territory. The Netherlands are actively promoting retrofitting.
non-discriminatory treatment of requests	Fairness in treating customers or potential customers without prejudice or preference.
non-routine situation	NOS definition: 'an unusual or irregular situation.'
non-use of capacity	When a Railway Undertaking or other Applicant does not use a path that has been allocated to it.
offer phase	A phase in the path allocation process, after the alignment phase. It starts only when all IMs have commonly agreed with green lights in the harmonised timetable.
One-Stop Shop (OSS)	A one-stop shop is a single point of contact. The Infrastructure Managers who are members of RNE have set up ‘One-Stop Shops’ working as national customer contact points. For international train path requests, the customer needs only to contact one of these One Stop Shops, which will initiate the whole international train path allocation process. The OSS aims to provide competent and efficient assistance across all borders, based on transparent, confidential and non-discriminatory procedures. TAF TSI definition (this only concerns freight traffic, as TAF only deals with freight): 'An international partnership between rail Infrastructure Managers providing a single point of contact for rail customers for the purposes of: — ordering specified train paths in international freight traffic, — monitoring the entire train movement, — generally also invoicing track access charges on behalf of IMs.'
One-Stop-Shop network	The network of national points of contact for customers (each one of them called a ‘partner OSS’) handling requests for international train paths.
on-trust handover	Technical examination at a station with a wagon master that has been agreed in special RU contract.
open access	General definition: the legal process by which operators who are neither State-owned (most European countries) nor franchised (UK situation) can gain access to the railway infrastructure; this enables them to run services complementing or competing with the services run by other operators. EU definition: one of the cornerstones of European railway policy is open access to infrastructure. Thus DIRECTIVE 91/440 sets out a framework allowing open access operations on railway lines by companies other than the historic operators ('incumbents'). With a view to ensuring non-discriminatory treatment of all Railway Undertakings, DIRECTIVE 2012/34 lays down common rules and principles governing conditions of access to the network. These include: schemes for track access charges, access to a range of services and the use of appropriate facilities (such as catenaries, refuelling facilities, freight terminals and maintenance facilities), charges for these services and facilities. In addition, EU legislation provides fo Regulatory Bodies, which offer Railway Undertakings a safeguard against any anti-competitive practices that might constitute a barrier to entering the railway market. UK: a general term used for non-franchised services, it describes the legal process by which non-franchised operators can gain access to the railway infrastructure. In the UK, all freight operations are open access.

open access for freight services	Since 15 March 2003, Railway Undertakings with the necessary licence have access to the Trans-European Rail Freight Network (TERFN) when they operate international rail freight services in the EU. This access right includes terminals and ports with feeder lines of 50 km in length or 20% of the total journey length at either end of the journey.
open access for passenger services	The third railway package of the European Union, adopted in October 2007, introduced open access rights for international rail passenger services including cabotage by 1 January 2010. Operators may pick up and set down passengers at any station on an international route, including at stations located in the same Member State.
open access terminal	This is similar to private sidings, except that it is open to many / all customers. It may be linked to a warehouse or to intermodal transfer facilities. Operation may be by a freight operator or a third party logistics provider.
operating conditions	The specific situation in which a train is operating (type of track used, type of signalling system, power supply, weather, traffic, train staff, etc); there are 'normal' and 'abnormal' operating conditions. In Australia, this term means the set of instructions and standards that when complied with, ensure safe train operations.
operating control point	Infrastructure point where delays are measured and responsabilities allocated.
operating days	The days of the week on which a train service is normally expected to operate.
operating incident	An incident which would normally demand a response beyond the routine.
operating licence / train operating licence / licensing process	Authorisation to operate rail services issued by a licensing authority to an undertaking, by which its capacity as a Railway Undertaking is recognised. *In the UK, a licence authorising an organisation to be the operator of a network or to be the operator of a train being used on a network for any purpose comprised in the operation of that network; the licence also authorises the organisation to be the operator of a train for a purpose preparatory or incidental to, or consequential on, using a train as mentioned above.*
operating regime / operating regulations	The rules and regulations which apply to the operation of train services and the wider operation of the network.
operation / train operation	The actions required to operate a train service. At the technical level, train operation can take several forms, such as Multiple Unit Operation and Push-Pull Operation.
operation and traffic management	EU definition (DIRECTIVE2008/57): 'The procedures and related equipment enabling a coherent operation of the different structural subsystems, both during normal and degraded operation, including in particular training and train driving, traffic planning and management. The professional qualifications which may be required for carrying out cross-border services.'
operational disturbance	• unforeseen events which affect safety, punctuality and traffic flows, such as accidents, demonstrations, environmental or weather influences, technical failure of the infrastructure or rolling stock, incidents linked to infrastructure or rolling stock operation, • and in general any event and industrial action within the area of operations of the parties to the contract and other Railway Undertakings.
operational point	EC Decision of 15 September 2011 on the common specifications of the register of railway infrastructure: any location for train service operations, where train services can begin and end or change route, and where passenger or freight services are provided; ‘operational point’ may be any location where the functionality of basic parameters of a subsystem is changing or any location at boundaries between Member States or Infrastructure Managers.
operational requirements	Conditions linked to railway operations (planning, crewing, movement and control of trains).
operational rules	Rules applicable to railway operations (planning, crewing, movement and control of trains).

operational traffic management system	A traffic control-command and supervision/management system, such as ERTMS in the railway sector.
operations control unit	Unit that controls operations (planning, crewing, movement and control of trains).
operator of service facility	DIRECTIVE 2012/34/EU (Recast): 'any public or private entity responsible for managing one or more service facilities or supplying one or more services to railway undertakings' [see 'service facility'].
other technical facilities (including cleaning and washing facilities)	Areas, equipment or infrastructure normally used for, or in connection with, the provision of technical services that are not related to maintenance, such as cleaning and washing of rail vehicles. *In Switzerland, the IM is not in charge of these activities.*
OTIF	ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS INTERNATIONAUX FERROVIAIRES / ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN EISENBAHNVERKEHR / INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL. info@otif.org The OTIF was created by the Convention concerning International Carriage by Rail (COTIF); the CIM Uniform Rules and the CIV Uniform Rules are part of the Convention ('CIM' means International Convention concerning the Carriage of Goods by Rail; 'CIV' means International Convention concerning the Carriage of Passengers and Luggage by Rail). OTIF is cooperating with the European Union to harmonise its definitions with those employed in EU legislation.
outflow line / path (outbound line / path)	Any line/path section leaving a Rail Freight Corridor (RFC) at an operation point, for example to serve a terminal, industrial site, shunting or marshalling yard, or connect with another line. The outflow line / path of a Rail Freight Corridor may also cross a border section which is not a part of a defined RFC. It is the opposite of a 'feeder line / path'.
overhead power line / overhead line equipment	An overhead power line is an electric power transmission line suspended to towers or poles. Overhead line equipment includes the wires and associated equipment (fittings, insulators and other attachments), suspended over or adjacent to the railway line, for supplying electricity to electric trains.
overland transport agreement	Bilateral agreement between Switzerland and the European Union that opens up the market for the transport of persons and goods by road and rail and provides a contractual basis for the introduction and gradual increase of a heavy goods vehicle tax (HGV tax) linked to the kilometres covered.
overloaded route	A route where the maximum capacity is exceeded.
partner OSS	A national OSS which has not been contacted by a potential customer but on whose network part of the requested path lies.
passenger service	In the context of Network Statements: a train carrying passengers that is either in regular service or that has been requested for future operation on a regular basis. Under REGULATION (EC) No 1370/2007, Article 2, "(a) ‘public passenger transport’ means passenger transport services of general economic interest provided to the public on a non-discriminatory and continuous basis". Typical rail passenger market segments are urban (including metros, trams, and light rail systems), commuter (or suburban) services and intercity, which includes conventional and high-speed trains.

passenger stations, their buildings and other facilities	A railway passenger station is 'a place on a railway line where trains regularly stop so that passengers can get on or off.' Under DIRECTIVE 2012/34/EU, Annex II, 2. (a) it is one of the services to be supplied to the RUs by the IM, 'including travel information display and suitable location for ticketing services'.
passenger terminal	A passenger 'terminal' or 'terminus' is a station fpr passengers at the end of a railway line.
passenger train	Train for the carriage of passengers composed of one or more passenger railway vehicles and, possibly, vans moving either empty or under load.
passing loop	A section of track on the side of a single-track line that allows trains running in opposite directions to pass each other. On double-track lines, a passing loop allows a faster train to overtake a slower one running in the same direction. Passing loops are often found near railway stations. A dynamic loop is a passing loop that's part of the main track, for example a double-track section on a railway line that's mostly single-track.
path	TAF TSI definition: 'Infrastructure capacity needed to run a train between two places over a given time-period (route defined in time and space).'
path allocation process	Process that involves assigning specific train paths to railway operators.
path application / request	Application for the allocation of a train path submitted by RU or other Applicant to IM or to Allocation Body, if this is different from IM.
path assembly	TAF TSI definition: 'Joining up of individual train paths to extend path in terms of time and space.' In other words: constructing one long train path by adding up several shorter train paths.
path assigment	The same as 'path allocation': allocation of a train path to an Applicant.
path availability	The fact that a requested train path can be used (i.e. that it has not yet been requested by an Applicant and allocated to it).
path feasibility study / path study	A feasibility study carried out by IMs concerning an international path. The purpose of a path study is to launch detailed discussions between the Applicant and the involved IMs. A path study generally helps to prepare and facilitate the implementation of a new operational concept or a request for a major change in the timetable.
path order form	RNE's path order form is designed to include all the necessary information. It contains much the same information as the path study request form but the status of the information is no longer provisional.
path ordering	An applicant’s firm order for an international path (= requests), which it places before X-8. X = month of starting date of new timetable (second Sunday of December of each year).
path request process	Process consisting of two steps: path study request and path order.
path study request form	Form to be filled in by the RU or other Applicant in order to request a path study.
PCS – Path Coordination System (formerly called Pathfinder)	PCS is a web application provided by RNE to Infrastructure Managers, Allocation Bodies and Path Applicants which handles the communication and co-ordination processes for international path requests and path offers. Furthermore PCS assists Railway Undertakings and other Applicants in their pre-co-ordination tasks related to train path studies and international train path requests.
pecuniary loss	Loss of money or loss that can be translated in terms of money.
perform obligations	To fulfill a commitment, to carry out an action that is required by another party.
performance monitoring system (in rail sector)	An organised approach or process for systematically observing how the railway is performing. Performance monitoring systems must gather comparable data periodically to measure progress. Depending on the performance indicator, it may make sense to collect data on a quarterly, annual, or less frequent basis.

performance regime	In the railway sector, this is a system aimed at improving the quality and punctuality of international/national rail services. This system may include penalties and/or compensation for actions which disrupt the operation of the network and/or bonuses.
peri-urban lines	A peri-urban area is an area immediately adjoining an urban area or an area between the suburbs and the countryside. Peri-urban lines bypass city centres.
place of loading / unloading	The place in which the goods are loaded on a railway vehicle to be transported by it / unloaded from a railway vehicle after being transported by it.
placing in service	DIRECTIVE 2008/57/EC, Art. 2: 'all the operations by which a subsystem is put into its design operating state'.
planned train service	NOS definition: 'a service which is scheduled and may be short or long term.'
platform	A flat area where passengers wait for their train, can board their train at the beginning of their journey, and leave their train when they arrive. For goods, this area is usually known as a 'dock'.
possession (or restriction of use)	Non-availability of part of the rail network for full use by trains during a period reserved for the carrying out of works. This can be due to the disconnection or restriction of use of signalling equipment to enable work to be carried out on the equipment. Possession is an operational arrangement that prohibits scheduled train movements, marshalling or shunting activities on the track. Possession can be planned or unplanned.
postponement date	Indicates whether the train is running on the intended date, the day before (-1) or the next day (1). This information is important if trains run between one day and the next (i.e. over midnight).
power of representation	This grants each signer the power to represent each signing party concerning the conclusion of one or more contracts, for example for the use of the railway infrastructure.
power of representation agreement	A power of representation agreement allows a person/organisation to appoint someone as their legal representative to handle their financial, legal, health care, etc. decisions. The representation agreement creates a contract between the person/organisation and their representative.
power supply	A source of electrical power. A device or system that supplies electrical or other types of energy to an output load or group of loads is called a power supply unit or PSU.
pre-arranged path (domestic)	A domestic (or national) pre-arranged path is a path set up by the IM in the Rail Freight Corridor but not given to the Corridor OSS for allocation purposes. It remains in the hands of the national IM.
pre-arranged path (PaP) (international corridor)	On Rail Freight Corridors, a pre-constructed path offered either on a whole Corridor or Corridor section. A Corridor Pre-arranged Path is a path set up by the IMs in the Corridors and given to the Corridor OSSs for allocation purposes. The path is protected for the use of the Corridor OSS. The number of Corridor pre-arranged paths is based on the requirement of REGULATION 913/2010. Both paths on cross-border sections and paths on national sections can form the offer for Corridor paths
pre-heating of passenger trains	The heating of train carriages before departure. In EU law, this is considered as an 'additional service' to be supplied to the Railway Undertaking against payment of a charge. Where Infrastructure Managers offer this service, they shall supply it upon request.
pre-requisites for being accepted	Conditions that must be fulfilled by a company before it can be accepted as an applicant.
principal timetable	The working timetable that is established for the year beginning at midnight on the second Saturday in December (UK).
prior operational information	All the information to be exchanged between the parties prior to departure, to be found in the relevant legislation (notably TSI) and in the operational procedures (by the IM: characteristics of the infrastructure, instructions concerning its exploitation, possible changes concerning the route... ; by the RU: composition of the train ...)

priority rules	A rule that allows a user to be given preference over other users. On a railway line, priority is the right for one type of traffic to proceed before another type of traffic.
private siding	Track or set of tracks which are not managed by the infrastructure manager but are linked up with the track of an infrastructure manager so that: a) Railway transport operators or supportive functions can perform necessary activities b) Industrial, commercial or port, etc. establishment or group of establishments can be served by rail without transhipment.
proof of existence of a mandate	Proof that a mandate exists, for example, if a Full Member allows another Member to vote on its behalf during the General Assembly of RNE.
protection of goods against load shifting and damage	Measures taken in order to protect goods from shifting and getting damaged during transport. Tie-down devices are used to prevent load shifting as the train starts, stops, traverses curves, and runs over crossings and switches and loose rail joints.
provision of supplementary information	An ancillary service supplied to the Railway Undertaking. A RU may request this service from the Infrastructure Manager or from other suppliers. The IM is not obliged to communicate the requested information
provisional international timetable	DIRECTIVE 2012/34/EU, Annex VII, requires the establishment of a provisional international timetable at X-11. Infrastructure managers are asked to cooperate to enable the efficient creation and allocation of infrastructure capacity which crosses more than one network, and to organise international train paths. No later than 11 months before the working timetable comes into force, the IMs must ensure that provisional international train paths have been established in cooperation with other relevant allocation bodies.
publishing	Preparing and issuing printed material for public distribution or for sale. Publishing may also mean to bring something to the public attention or to announce something.
quality / service quality	Service quality is the decisive factor that organisations in the service industry can use to create a difference and obtain a competitive advantage. Service quality has long been studied by researchers in the field of business management. The most common definition of service quality is the traditional notion in which quality is defined by the customer’s impression of the service provided, according to the service performance they experience and in light of prior experiences of service performance. In the rail sector, service quality is a totality of service characteristics provided by the Infrastructure Manager, related to its capability to satisfy the Railway Undertaking's needs. As service is a kind of performance, it can be measured by performance indicators. Includes speed, punctuality, reliability, availability, accessibility, (passenger) information, comfort, customer care, safety, etc.
rail capacity allocation / allocation of rail line capacity	The capacity allocation framework has 2 dimensions: primary allocation of capacity, i.e. of physical railway facilities (track, stations and light maintenance depots); secondary allocation of capacity, i.e. relating to the timetabling process. The Allocation Body gives directions to the relevant body to ensure that railway infrastructure capacity is allocated on a fair and non-discriminatory basis. The responsibility for railway infrastructure capacity allocation includes not only the decision-making process as regards the creation of train paths but also the allocation of the train paths to the Railway Undertakings.
Rail Freight Corridor (RFC)	A corridor set up and organised in accordance with EU REGULATION 913/2010. Please also see 'freight corridor'.
rail-based operating processes	These include: a) Internal and external cleaning of rail vehicles. b) Testing of rail vehicles. c) Refuelling. d) Stabling of rail vehicles. e) Removal of waste resulting from operating processes and from rail vehicles. f) Inspection and maintenance of and/or repairs to rail vehicles.

railbuses	Railbuses are a very lightweight type of railcar designed for use specifically on little-used railway lines. They share many aspects of their construction with a bus, usually having a (modified) bus body, and four wheels on a fixed base, instead of on bogies. Some may be equipped for operation as Diesel Multiple Units. Throughout mainland Europe, particularly in Germany, four-wheeled diesel railbuses were introduced around 1955 on branches where a loco-hauled service could no longer be justified. Railbuses are economical, being operated by only one person.
railcar	Tractive railway vehicle with motor constructed for the conveyance of passengers or goods by rail.
railcar trailer	*Non-tractive* passenger railway vehicle coupled to one or more railcars. (Vehicles for the transport of goods, even when pulled by a railcar, are referred to as wagons.)
RailNetEurope (RNE)	RailNetEurope (RNE) was set up in 2004 by a number of European railway Infrastructure Managers and Allocation Bodies to tackle operational issues in the field of international rail. It is a voluntary initiative emanating from Infrastructure Managers across Europe and represents its members as an Association for Facilitating International Traffic on the European Rail Infrastructure. RNE encourages its members to adopt a common document structure for their respective Network Statements and to translate these into English. The aim is to provide high standards of user-friendliness and customer orientation, and to assist those who need to consult more than one statement for their intended (international) operations.
rail-related services and facilities	The services facilities to which a Railway Undertaking may need to have access in order to be able to operate a given train.
railway / rail infrastructure (EU definition)	REGULATION (EC) No 851/2006: Railway infrastructure consists of the following items, provided they form part of the permanent way, including service sidings, but excluding lines situated within railway repair workshops, depots or locomotive sheds, and private branch lines or sidings: — ground area, — track and track bed, in particular embankments, cuttings, drainage channels and trenches, masonry trenches, culverts, lining walls, planting for protecting side slopes etc., passenger and goods platforms, four-foot way and walkways, enclosure walls, hedges, fencing, fire-protection strips, apparatus for heating points, crossings, etc., snow protection screens, — engineering structures: bridges, culverts and other overpasses, tunnels, covered cuttings and other underpasses, retaining walls, and structures for protection against avalanches, falling stones, etc., — level crossings, including appliances to ensure the safety of road traffic, — superstructure, in particular: rails, grooved rails and check rails, sleepers and longitudinal ties, small fittings for the permanent way, ballast including stone chippings and sand, points, crossings, etc., turntables and traversers (except those reserved exclusively for locomotives), — access way for passengers and goods, including access by road; — safety, signalling and telecommunications installations on the open track, in stations and in marshalling yards, including plants for generating, transforming and distributing electric current for signalling and telecommunications, buildings for such installations or plants, track brakes, — lighting installations for traffic and safety purposes, — plants for transforming and carrying electric power for train haulage: sub-stations, supply cables between substations and contact wires, catenaries and supports; third rail with supports,

railway / rail infrastructure (general definitions)	The infrastructure associated with the operation of a railway, incl. track supports and structures (over or under track structures, incl. track, sleepers, foundation forming the track bed, cuttings, earthworks, drainage works, bridges and tunnels); the electrical power supply system (incl. feeders, switchgear and substations); any structure or equipment associated with any signalling, control or communications system (including signalling boxes, huts, gantries, masts, towers, poles and frames); station buildings and platforms, installations or equipment for lighting platforms or other parts of any station, yards or sidings; warning, directional or other signs; shelters and furniture, including information boards and seating; buildings associated with the operation and maintenance of the track, such as stations, depots and yards. Some companies also include plant, machinery and other equipment used for maintenance and renewal. OTIF definition: 'railway infrastructure' (or just 'infrastructure') means all the railway lines and fixed installations so far as these are necessary for the compatibility with and safe circulation of railway vehicles and other railway material'. In Britain and the Netherlands, railway stations are not considered part of the infrastructure.
railway capacity / railway infrastructure capacity	Capacity is based on the interdependencies between several parameters: number of trains, timetable stability (or punctuality), heterogeneity of traffic (due to differences in speed) and average speed. It is 'the maximum number of trains which can be scheduled in the railway in a fixed period of time.' Capacity may also be defined as the potential to schedule a train path on a section of infrastructure for a given period. UIC 406 leaflet (2004) describes a simple, but fast and effective way to evaluate the capacity utilisation of railway lines.
railway **infrastructure** vs railway **network**	In some countries, a significant distinction is made between 'network' and 'infrastructure'. For example, in Slovakia 'railway network' means railway stations + terminals + service facilities + railway tracks (main tracks for international services + regional tracks - excluding private sidings tracks), whereas 'railway infrastructure' means railway network + private sidings + special tracks (metro, city+suburban tracks, railway narrow-gauge touristic tracks without connection to main network). The Slovak Railway Act states the obligation to issue a Network Statement for the railway network, not for the railway infrastructure.
railway lines plants	In Poland, these are organisational units referred to in the Network Statement for the Polish network. Some units in the Railway Lines Plants of PKP Polskie Linie Kolejowe S.A. are entitled to give detailed information regarding technical and operational parameters of railway lines, operating control points and forwarding points.
railway sector / rail sector / rail(way) industry	A sector (or industry) is a segment of the economy that includes companies providing the same types of products or services. The rail sector includes stakeholders such as IMs, RUs, Allocation Bodies, Regulatory Bodies, manufacturers of rail-related equipment, such as rolling stock, etc.
railway traffic / rail traffic	Any movement of a railway vehicle on lines operated. Includes all vehicles travelling on the rail network, such as passenger trains, freight trains and mixed trains, both local/regional and long-distance traffic. A distinction is usually made between national traffic (whose destination is within the national borders) and international traffic. Since the early 1980s, a further distinction is made between 'classic' traffic and 'high-speed' trains (for new lines: with a speed of at least 250 km/h or 155 mph; for existing lines: with a speed of around 200 km/h or 124 mph). Rail traffic may also include shunting and traffic flowing from railway work (e.g. maintenance).

railway transport /rail transport	A system of transport employing parallel rails which form a track, and provide support and guidance for vehicles carried on flanged wheels. Eurostat/ITF/UNECE definition: any movement of goods and/or passengers using a railway vehicle on a given railway network. *Revenue earning railway transport* is transport conveyed for an outside party against payment. *Service railway transport* is transport which the railway enterprise performs in order to meet its internal requirements (whether or not such transport is revenue earning).
Railway Undertaking (RU)	EU definition: 'any public or private undertaking licensed according to DIRECTIVE 2012/34/EU, the principal business of which is to provide services for the transport of goods and/or passengers by rail. There is a requirement that the undertakings ensure traction, and this also includes undertakings which provide traction only.' The OTIF definition is similar: 'rail transport undertaking' means a private or public undertaking which is authorised to carry persons or goods by rail and which ensures traction or which only ensures traction'. In the UK, RUs are commonly known as as 'train operator' or TOCs (train operating companies). In the Netherlands, a wider definition is enshrined in national law (Spoorwegwet): an RU is a 'railway undertaking as referred to in DIRECTIVE 95/18/EG as well as any other undertaking that makes use of, or intends to make use of, the railways and has access to traction'; concretely, this means that an infrastructure maintenance company may also be considered a railway undertaking.
railway undertaking licence	Authorisation to operate rail services, under certain terms and conditions, issued by the relevant body in a Member State to an undertaking, by which its capacity as a Railway Undertaking is recognised. The RU thus becomes a licensed operator.
railway vehicle	DIRECTIVE 2008/57/EC, Art. 2: 'a railway vehicle that runs on its own wheels on railway lines, with or without traction. A vehicle is composed of one or more structural and functional subsystems or parts of such subsystems'. OTIF definition: 'a vehicle suitable to circulate on its own wheels on railway lines with or without traction'. Eurostat/ITF/UNECE definitions: mobile equipment running exclusively on rails, moving either under its own power (tractive vehicles) or hauled by another vehicle (coaches, railcar trailers, vans and wagons). More specifically: - high speed railway vehicle: a railway vehicle designed to operate at a speed of at least 250 km/h on dedicated high speed lines. - tilting high speed railway vehicle: a railway vehicle with a tilting system designed to have an operating speed of 200 km/h or above on upgraded high speed lines. - conventional high speed railway vehicle: any railway vehicle not specially designed to run on dedicated or upgraded high speed lines but still being able to reach a maximum operating speed of approximately 200 km/h.
railway vehicle journey	Any movement of a railway vehicle from a specified point of origin to a specified point of destination (a journey can be divided into a number of sections or stages).
railway, 'operating' railway, 'hauling' railway, 'staffing' railway	Railway' means 'railway company': the operating railway operates the line belonging to it as far as the border; the hauling railway provides haulage over the lines of another railway; the staffing railway provides the driving and train crews together or separately over the lines of another railway.
readiness for departure of a train	Before a newly-formed train is allowed to leave, a number of conditions must be fulfilled and its readiness for departure must be checked. This is done by personnel on the ground and the train crew in precisely laid-down steps which are called 'establishing readiness for departure'. They include ensuring that all vehicles or units are properly coupled, that all passengers have alighted or embarked, a brake test etc.

recording and storage of data	Data recording is the holding of information in a recording medium (e.g. a hard disk in a computer, a CD). This information can then be stored in data storage equipment; this is a device that preserves information so that it can be retrieved later. Data may be recorded manually, in a semi-automatic way or with a fully automatic device. An automatic data recording system is a system that acquires data from specialised sensors that measure various parameters.
refuelling facilities	This is an area which provide fuel for diesel locomotives and Diesel Multiple Units. In EU legislation, it is described as a service to be supplied to the Railway Undertaking as part of 'Track access to services facilities and supply of services'. This request of the Railway Undertaking may only be rejected if viable alternatives under market conditions exist.
refund an RU a sum / lump sum	Refers to a safeguard clause designed to protect the investments made by Railway Undertakings. It stipulates that the voluntary departure of a train driver after less than five years' employment from the Railway Undertaking which funded his training shall oblige the new employer (i.e. a Railway Undertaking or Infrastructure Manager) to refund to the original Railway Undertaking the cost of that training. The refund should be a sum inversely proportional to the duration of the driver's employment with the original undertaking.
Register of Infrastructure	DIRECTIVE 2008/57, Art. 35: Each Member State shall ensure that a register of infrastructure is published and updated on the basis of the revision cycle referred to in paragraph 2. This register shall indicate the main features of each subsystem or part subsystem involved (e.g. the basic parameters) and their correlation with the features laid down under the applicable TSIs. To that end, each TSI shall indicate precisely what information must be included in the register of infrastructure.' EC Decision of 15 Sept. 2011: provides a list of definitions for the 'Items of the Register of Infrastructure' such as: track, operational point, tunnel, platform, siding, etc
regular interval services / regular interval timetable	A train service which is regular but not always evenly spaced, for example, a service at 00, 05, 30 and 35 minutes past each hour. A 'clockface timetable', in contrast, offers a regular and evenly-spaced service, for example at 05, 20, 35 and 50 minutes past each hour.
regulator / rail regulator (general definition)	A Rail Regulator is the independent, official regulatory body for the railway sector; its duties and powers are set out in national legislation. Regulatory arrangements vary from country to country. This recent development in the rail sector is a consequence of the fact that the traditional monopolistic rail company is no longer the dominant model around the world, and new forms (such as franchises or concessions competing on the tracks) are slowly taking shape. In particular, vertical separation and the participation of private operators create a new, more flexible situation, and this requires new roles and functions for the regulator. The regulator's role may include some (or all) of the following: monitor the overall performance of the sector; provide a stable framework for current and future rail operations; control common functions, and hold responsibility for these; regulate quality (in terms of service, safety, environmental and technical standards), control monopolistic behaviour (in terms of abusive prices or services); act as independent arbitrator to ensure that ancillary facilities are provided on a non-discriminatory basis; ensure the provision of integrated ticketing and ticket sales, onward connecting services and access to neighbouring infrastructure for through trains; make decisions on the level of charges for the use of infrastructure by train operators; protect the value of private assets attracted to the rail sector; determine the overall characteristics of the sector (in terms of coordination at the national and international level). In the UK, the regulator both oversees competition issues and is empowered to set efficiency targets for the network operator.

Regulatory Authority / Regulatory Body (RB)	Under European Union legislation, each Regulatory Body (RB) has the task to oversee the application of Community rules and act as an appeal body in case of disputes. DIRECTIVE 2012/34/EU, Article 55: 'Each Member State shall establish a single national regulatory body for the railway sector. Without prejudice to paragraph 2, this body shall be a stand-alone authority which is, in organisational, functional, hierarchical and decision- making terms, legally distinct and independent from any other public or private entity. It shall also be independent in its organisation, funding decisions, legal structure and decision- making from any infrastructure manager, charging body, allocation body or applicant. It shall furthermore be functionally independent from any competent authority involved in the award of a public service contract.' Thus it shall ensure that charges set by the Infrastructure Manager comply with Chapter II of 2001/14/EU and are non-discriminatory. The RB oversees negotiations between applicants and the IM and intervenes when the requirements of 2001/14 are likely to be contravened. Applicants have the right to appeal to the RB if they believe that they have been unfairly treated, discriminated against or are in any other way aggrieved. In particular, they may appeal against decisions adopted by the IM (or where appropriate the Railway Undertaking) concerning: a) the network statement; b) criteria contained within it; c) the allocation process and its outcome; d) the charging scheme; e) level or structure of infrastructure fees which it is, or may be, required to pay; f) arrangements for access.
relevant legal provisions	The official conditions/rights/obligations/etc which apply to the situation under discussion (for example law, contractual provision, general terms and conditions, permits).
relief facilities	Service to be supplied by the IM to the RU under DIRECTIVE 2012/34/EU, Annex II, 2. (h) as one of the SERVICES TO BE SUPPLIED TO THE RAILWAY UNDERTAKINGS. EU legislation seems to provide no definition, but this service would probably include areas, equipments and infrastructure used to overcome a disruption (derailment, collision or other accidents), such as: a railway crane to remove a fallen tree or large branch from the track, a tow locomotive to pull a defective train, a specially-equipped wagon or a specially-equipped relief team.
remaining capacity	Additional paths requested by the Applicant at a late stage. In case no more RNE catalogue paths are available, these additional paths will be allocated out of the remaining capacity. Remaining capacity means capacity left between paths of the draft network timetable after the end of the consultation phase.
renewal / track renewal	DIRECTIVE 2008/57/EC, Art. 2: 'any major substitution work on a subsystem or part subsystem which does not change the overall performance of the subsystem'. UK practice: 'Like-for-like renewal' is the restoration of a component of the network (track, signalling, engineering systems, rolling stock), or its replacement with something equivalent (no fundamental change in design). But as railway assets have a very long life, in practice renewal can mean the ongoing modernisation, or upgrading, of the railway network. This means that the distinction between 'renewal' (which in some countries, such as the UK, is part of the 'maintenance' budget) and 'capital investment' is not always easy to make.
repair works	The repairing and/or re-building of a railway line following natural wear-and-tear, destruction or an accident.
requested / desired path	Path that a customer is applying for.

requests for infrastructure capacity	DIRECTIVE 2012/34/EU: 'Requests for infrastructure capacity may be made by applicants. In order to use such infrastructure capacity, applicants shall appoint a railway undertaking to conclude an agreement with the infrastructure manager in accordance with Article 28. This is without prejudice to the right of applicants to conclude agreements with infrastructure managers under Article 44(1).'
rescind contract of use	In contract law, to rescind (or set aside) a contract is the unmaking (annulment, cancellation) of a contract between the parties. This is done to bring the parties as far as possible to the position they were before they entered into a contract (the 'status quo ante'). The court may refuse to rescind a contract if one party has affirmed the contract by his action or a third party has acquired some rights or there has been substantial performance in implementing the contract.
reservation charge	Infrastructure Managers may levy an appropriate charge for capacity that is allocated but not used. This charge shall provide incentives for a more efficient use of capacity.
reservation fee	The price to be paid by the Applicant for the reservation of a train path in compliance with the criteria and operating procedures for capacity allocation.
reserve capacity (RC)	REGULATION 913/2010, Art. 12 (5): 'Infrastructure managers shall, if justified by market needs ... define the reserve capacity for international freight trains running on the freight corridors recognizing the need for capacity of other types of transport ... and keep this reserve available within their final working timetables to allow for a quick and appropriate response to ad hoc requests for capacity...' This EU definition deals with *commercial* needs.
response time	The amount of time that a generic system, a functional unit, or a person, takes to react. According to the IBM Dictionary of Computing, response time is the elapsed time between the end of an inquiry or demand on a computer system and the beginning of a response; for example, the length of the time between an indication of the end of an inquiry and the display of the first character of the response at a user terminal.
right to run a service / right to operate a service	The right (for a Railway Undertaking) to operate a rail service on a specified route. This requires a right of access. Different speeds of market liberalisation mean that, in some cases, national providers may legally be granted a special or exclusive right to run a service. 'Concessions': these give a private investor the right to operate a service over a defined period, usually 15 to 30 years, subject to meeting investment and operating requirements; they are usually awarded on the basis of a competitive bidding process. 'Service licences': confer a non-exclusive right to operate. (Differences: a franchise is an exclusive right to operate a service under a fairly high degree of specification by the transport authority and may involve payments between the authority and the franchisee; a concession also implies an exclusive right to operate but at a much lower level of specification.)
right to utilise capacity which is granted	The right to make use of the allocated infrastructure capacity (part of 'minimum access package'); includes the right to use running track points and junctions, train control, and all other necessary information.
risk	NOS definition: 'The likelihood of potential harm from a hazard. The extent of risk will depend on: the likelihood of that harm occurring, the potential severity of that harm and the population which might be effected by the hazard.'
risk coverage	The combination of the frequency, probability, and the consequence of a specified hazardous event.
risk coverage	The preamble to DIRECTIVE 1995/18/EC states that 'it is important to ensure that railway undertakings are sufficiently insured or have made equivalent arrangements in respect of liability risks' and its Article 9 adds that 'A railway undertaking shall be adequately insured or make equivalent arrangements for cover, in accordance with national and international law, of its liabilities in the event of accidents, in particular in respect of passengers, luggage, freight, mail and third parties.' Risk coverage may be provided by insurance or by other means, such as a state guarantee.

RNE contract for the use of the railway infrastructure	RailNetEurope has drawn up a 'Standard RailNetEurope contract for the use of the railway infrastructure'; this is a particular type of contract of use, whose object are international trains. It sets out the terms and conditions for access to the track of an Infrastructure Manager's network. This standardised document was approved by the RNE General Assembly in 2004. Can be dowloaded at www.rne.eu/tl_files/RNE_Upload/Downloads/RNE-Standard%20Contract%20of%20Use%20Version%202004.pdf
RNE network	The RailNetEurope railway network is the sum of all the rail networks of RNE Members, totalling well over 250 000 km. RNE itself does not own or manage any rail network. There is also a virtual network of One-Stop-Shops (representing all Members' networks) which facilitates network access for any kind of international rail services operated by Railway Undertakings.
RNE paths	RNE paths are international train paths on the RNE network, which is the sum of the rail networks of RNE members.
rolling highway (a.k.a. RoLa)	A rolling highway (originating from the German: Rollende Autobahn, also known as Rollende Landstraße and abbreviated as RoLa) is a combined transport system to transport trucks by rail. Special wagons are used in a rolling highway to provide a driveable track along the entire train. During a rolling highway journey, the truck drivers are accommodated in a passenger car with seats or beds. At both ends of the rail link there are purpose-built terminals that allow the train to be easily loaded and unloaded.
rolling stock	Rolling stock' is a collective term for the rail fleet; sometimes it is used for one vehicle. It describes all the vehicles that are used on a railway track. It usually includes both powered and unpowered vehicles, for example locomotives, hauled passenger vehicles and freight vehicles (coaches and wagons), diesel units, electric units and service stock. The term is sometimes used to refer only to non-powered vehicles, thus excluding locomotives. The term contrasts with fixed stock (infrastructure), which is a collective term for the track, signals, stations and buildings etc. necessary to operate a railway.
rolling stock company (ROSCO)	Company that owns, leases and, in some cases, maintains rail vehicles.
route	A (railway) route can be seen on a map and has a physical existence, unlike a (railway) path, which is part of a timetable. TAF TSI definition: 'The geographical way to be taken from a starting point to a point of destination.' UIC definition: Consecutive lines and nodes as a whole between a defined source and target. US definition: A rail route is a line of railroad track between two points on a rail system.
route allocation	The route allocation of all rail vehicles is controlled to prevent them from overloading the infrastructure (mainly bridges); the purpose of this system is to provide a common means of classifying vehicles and routes to allow the safe interworking of trains over the routes of different owners. The suitability of a given route for a given train is determined by factors such as: loading gauge, traction power supply and axle load. *In the UK, Network Rail classifies all sections on a Route Availability scale of RA1 to RA10 (e.g., RA 10 is the most restrictive); each vehicle is allocated a corresponding RA code (e.g., RA1 vehicles can go anywhere).*
route knowledge	It is a formal requirement that all train drivers must have been trained on all sections of route to be used by the train they are driving. If not, the driver must be accompanied by a pilotman with that knowledge (on the sections the driver does not know). [UK]
route opening times	On some routes, restricted opening hours limit the hours of operation. Also, different routes may have different opening times; for example, in Switzerland, the normal operating hours for a route are the time period between the first and last passenger train listed in the official timetable. From Monday to Friday, routes suitable for freight operations are generally open from 4.00 a.m. onwards. Some routes are open 24 hours a day.
route section	TAF TSI definition: 'A part of a route.'
running (of the national network)	Running of the network is synonymous with 'network management'. In other situations, it is the same as 'operating' (for example: running a new freight service).
running line	A railway line used as a passenger line or as a nonpassenger line, but never for shunting movements.

running time	The scheduled time which a train is expected to take between two given locations. From the passenger point of view, this is called the 'journey time'.
running timetable / running timetable period	The current timetable / timetable period (the timetable in use).
running track	A track providing end-to-end line continuity designed for trains between stations or places indicated in tariffs as independent points of departure or arrival for the conveyance of passengers or goods.
safety certificate	The document in which safety requirements are laid down. In the EU (see Article 10, Safety certificates, in DIRECTIVE 004/49/EC), in order to be granted access to the railway infrastructure, a Railway Undertaking must hold a safety certificate. This safety certificate may cover the whole railway network of a Member State or only a defined part thereof. 'For international transport services it should be enough to approve the safety management system in one Member State and give the approval Community validity. Adherence to national rules on the other hand should be subject to additional certification in each Member State. The ultimate aim should be to establish a common safety certificate with Community validity.' DIRECTIVE 2008/110/EC: 'The purpose of the safety certificate is to provide evidence that the railway undertaking has established its safety management system and can meet requirements laid down in TSIs and other relevant Community legislation and in national safety rules in order to control risks and provide transport services safely on the network.' Also, EU legislation has introduced the mutual recognition of safety certificates delivered in the Member States. OTIF definition: 'document attesting, in accordance with the laws and prescriptions in force in the State in which the infrastructure is located, that so far as concerns the carrier, - the internal organisation of the undertaking as well as - the personnel to be employed and the vehicles to be used on the infrastructure, meet the requirements imposed in respect of safety in order to ensure a service without danger on that infrastructure'.
safety examination	A process whereby a train or vehicle is inspected for defects that have a potential to cause an unsafe event. Safety examinations of rail vehicles enable them to be operated safely on the railway network. Safety examinations can take place on delivery (coming from the factory or after repair), as well as during service.
safety inspection	Controls safety performance, and accomplishes the investigation of accidents and incidents.
safety management system	Describes the distribution of responsibilities within the organisation of the Infrastructure Manager or the Railway Undertaking. Shows how control from the management at different levels is secured, how staff and their representatives at all levels are involved and how continuous improvement of the safety management system is ensured.
saturated link [NB: 'link', not 'line']	A rail link that is unable to carry more traffic. In other words, a rail link that is reaching its full capacity.
scheduled time of arrival (STA)	No TAF TSI definition available. STA is the time of arrival according to the published schedule expressed in a 6-cipher code (where the first two ciphers indicate the date, the next two the hour and the last two the minutes).
scheduled time of departure (STD)	TAF TSI definition: 'Date and time of departure for which the path is requested.' Here 'requested' means allocated/assigned, since a RU requests a time that an IM then assigns. General definition: the time of departure according to the published schedule.

scheduling process	There are many types of scheduling processes. A train scheduling process assigns departure and arrival times to trains. There is also the scheduling of train drivers on the network. Busy rail networks with highly complex patterns of train services require careful scheduling to fit these to the existing infrastructure, while avoiding conflicts between large numbers of trains moving at different speeds within and between multi-platform stations on conflicting lines, and satisfying other constraints and objectives.
secondary line	A secondary line (or branch line) is a line of less importance than a main line (or trunk line).
security procedures and measures	Procedures and measures that are designed to ensure security on the rail network.
segment / railway network segment	Specific railway line connecting two or more geographical reference points. Each segment has a start and an end (e.g. a track crossing, a country border or a railway station).
serious accident	OTIF definition: 'any train collision or derailment of trains, resulting in the death of at least one person or serious injuries to five or more persons or extensive damage to rolling stock, the railway infrastructure or the environment, and any other similar accident with an obvious impact on railway safety regulation or the management of safety'.
service facility	DIRECTIVE 2012/34/EU: 'the installation, including ground area, building and equipment, which has been specially arranged, as a whole or in part, to allow the supply of one or more services referred to in points 2 to 4 of Annex II' (SERVICES TO BE SUPPLIED TO THE RAILWAY UNDERTAKINGS)
service provider	TAF TSI definition: 'Responsible carrier for this specific transport stage. Party who receives and handles the booking.' *UK: A party who will supply (and charge for) services used by a Railway Undertaking in the operation of trains. The service provider is generally, but not always, the facility owner.*
service-level agreement (SLA)	In a service-level agreement, levels of service and performance indicators are specified precisely.
set of standards	A standard is a written definition, limit, or rule, approved by an authoritative agency / professional or recognized body as a minimum acceptable benchmark. GATT definition: 'Technical specifications contained in a document that lays characteristics of a product such as levels of quality, performance, safety, or dimensions. Standards may include or deal exclusively with terminology, symbols, testing and methods, packaging, or labeling requirements as they apply to a product.' In a multi-operator railway environment such as the European Union's, clearly-defined sets (or packages, or collections) of standards are needed. These define which material / systems / products / services are acceptable / prescribed on the various European rail networks. The ultimate aim is interoperability, leading to greater safety and efficiency.
shall, should	SHALL is mandatory. SHOULD is recommended.
shipment	TAF TSI definition: 'A package of goods from one consignor to one consignee, which is loaded in one or more complete IM units or which is loaded on one or more complete wagons.' A shipment may consist of only 1 container/wagon, or of several, handled in a single waybill (document attached to goods in transit specifying their nature, point of origin, and destination as well as the route to be taken and the rate to be charged).
shipper	The contracting party (person or company) entitled to give orders and instructions about its shipment to the accepting (issuing) carrier, simultaneously assuming full responsibility for any charges arising, until the moment the consignee has signed for receipt.
short-notice path request	TAF TSI definition: 'Individual request for a path according to DIRECTIVE 2001/14/EC, Article 23, due to additional transport demands or operational needs.'

shunting	Eurostat/ITF/UNECE definition: operation of moving a rail vehicle or set of rail vehicles inside a railway station or other railway installations (depot, workshop, marshalling yard, etc.). General definition: the movement of rail vehicles, usually within a shunting yard or similar, to rearrange them for whatever reason. For example, freight trains that consist of single wagon loads must be made into trains and divided according to their destinations. Thus the cars must be shunted several times along their route (in contrast to a block train, which carries, for example, automobiles from the plant to a port, or coal from a mine to the power plant). This shunting is done partly at the start and end destinations and partly (for long-distance-hauling) in marshalling yards. According to EU legislation, shunting is to be supplied to the Railway Undertaking. Where an Infrastructure Manager offers this service, it shall supply it upon request. One problem here is the definition of 'shunting services', which varies from country to country, is more or less finely differentiated, and may include: access and use of the installations for the formation of trains, train marshalling, shunting engines (both for shunting freight wagons and for reversing passenger trains) and the parking of rolling stock. *For example, in Austria, shunting services include 'services in shunting junction stations and locations, shunting of individual wagons, train preparation at borders, shunting services to operational stations and shunting to facilities other than rail infrastructure facilities of ÖBB-Infrastruktur Betrieb AG'.* *In Belgium, the shunting charge is to cover the use of 'all other installations that are not covered by the train path-installations charge'.*
shunting movement	The movement of trains or vehicles other than normal passage along running lines. When vehicles are moved without train data available.
signalbox / signalling centre	A signal box is a building from which signals are sent to control the movements of railway trains. The first signal box with levers controlling remote signals and points appeared in Britain in 1860 and messages between signal boxes were transmitted by a system of bell codes using the electric telegraph. Traditionally, mechanical signalboxes were placed on the side of the railway at intervals. Today, power boxes and similar may be located in buildings relatively remote from the railway. The term 'signalling centre' is then more appropriate. In the USA, the term ' interlocking tower' is in common usage.
signalling system	Railway signalling is a system used to control railway traffic safely, essentially to prevent trains from colliding. The main purpose of signalling is to maintain a safe distance at all times between all trains on the running lines. The secondary aim - particularly today - is to make the best use possible of the railway infrastructure, so that the total throughput of trains meets business requirements. There are 'fixed block signalling systems' and the more modern 'moving block signalling systems', which increases line capacity.
signatory IM	The IM that has signed a contract, agreement or other document, and is therefore bound to act in certain ways.
signatory RU	The RU that has signed a contract, agreement or other document, and is therefore bound to act in certain ways.
signatory/signatories	The signatories of an official document are the people representing the organisations or countries that have signed it.
single wagon train	EC definition: 'Single wagon trains are assembled in a marshalling yard in the region of origin, transported to a marshalling yard in the region of destination and disassembled into single wagon loads for transport to their final destination (often by intermodal transport). The provision of single wagon services requires a more complex organisational structure, a large rail network and a sufficient scale of operations.'
single wagon train service	A distinction is often made between block train services and single wagon train services. The majority of customers and competitors perceive these two types of rail freight transport services as not substitutable. Choosing one rather than the other depends mainly on the quantity of goods to be transported.
single-track, single line	A single-track railway is one where traffic in both directions shares the same track.

solvent [in financial sense]	Able to meet debts or discharge liabilities. Describes a situation in which an individual or firm has enough cash flow. In contrast, an insolvent individual or firm often declares bankruptcy, or it may arrive at an understanding with creditors in which it restructures payments.
sorting operations	This involves sorting out the wagons into their respectively allocated sidings in order to create a full train. During sorting operations, individual / groups of wagons are moved to one or more lines in the sorting yard.
special rates	Rates that apply to traffic under special conditions in selected markets.
special train	A train running just once, or using only a few irregular tailor-made paths during the timetable period, which does not need to be registered in the annual timetable (the train can be the same, but not the path).
specialised infrastructure / line	Where there are suitable alternative routes, the Infrastructure Manager may, after consultation with interested parties, designate particular infrastructure for use by specified types of traffic. When such designation has occurred the IM may give priority to this type of traffic when allocating infrastructure capacity. A specialised line is NOT a line used exclusively by one type of traffic (freight or passengers) but a line where one type of traffic will be preferred and given priority when allocating capacity.
specific commodity rates (SCR)	Rates applicable to certain classes of commodities. Usually these rates are applied to commodities that move in large volume shipments in a given market. Hence, specific commodity rates are usually lower than the general commodity rate between the same pair of cities.
speed profile, most restrictive speed profile	The static speed profile is a description of the fixed speed restrictions of a given piece of track. The speed restrictions can be related to such items as maximum line speed, curves, points, tunnel profiles, bridges. The most restrictive speed profile is the speed which a train must not exceed. It is the lowest speed taking into account all the various speed profiles.
stabilised track possession' [literal translation from French]	A periodical track possession of short duration enabling regular maintenance or small works; may be scheduled on a daily basis, day or night.
staff / drivers / conductors / shunters / train crew	Staff means any person employed by the Railway Undertaking or the Infrastructure Manager or their auxiliaries to execute the services linked with the use of the railway infrastructure. The train crew may include, apart from the driver, an assistant driver, fireman (called 'second man' in the UK and 'chauffeur' in France), conductor and catering staff, to assist the driver and/or the passengers.
staff aptitude	The ability of railway staff to perform well in their job settings in general, to perform specific tasks, and to quickly resolve incidents.
standard regulations	Principles, rules or laws that are officially adopted by relevant bodies and describe uniform procedures, dimensions, materials, or parts that directly affect products, facilities or services across a whole sector or industry.
station / railway station	Terminal, depot, yard or halt. A place where trains stop, or where loading and unloading occurs, and where assistance may be available. Also a place where there can be points (facing or trailing) that make it possible for the train to use different routes. Eurostat/ITF/UNECE definition: a railway establishment which is either open or not to the public, generally staffed and which is designed for one or more of the following operations: - formation, dispatch, reception and temporary stabling of trains - stabling and marshalling of rolling stock - boarding and alighting of passengers - generally, where open to public, providing facilities for the purchase of tickets - loading and unloading of goods.
station access agreement	The contract which sets out the conditions for access to an Infrastructure Manager's stations. This may be separated from a track access agreement for commercial reasons.

steep gradients	A gradient is a the rate at which a railway track rises or falls in relation to the horizontal. A steep gradient makes a large angle with the plane of the horizon.
storage sidings / siding(s)	General definition: sidings are tracks branching off running tracks that are not part of any running line, on which vehicles are marshalled, stabled (to store locomotives and rolling stock), loaded, unloaded or serviced clear of a running line. The length of sidings is included in the length of tracks if the sidings are managed by the infrastructure manager, private sidings being excluded. EU Decision of 15 September 2011 on the common specifications of the register of railway infrastructure: ‘siding’ means any track which is not used for train service movements. DIRECTIVE 2012/34/EU (Recast): 'sidings specifically dedicated to temporary parking of railway vehicles between two assignments'.
strategic timetable concept	The strategic concept defines capacity and timetabling policy for each corridor and cadenced path systems where necessary.
submission of path feasibility request / submission of path feasibility study request / submission of path study request	All three expressions refer to the feasibility studies that are carried out by IMs concerning international train paths. Path studies are an important input into the provisional international timetable that the IMs complete at X-11. The purpose of a path study is to launch a detailed discussion between customer and IMs, and generally helps to prepare the implementation of a new operational concept or a request for a major change in the timetable. A customer (which is either a single party wanting the rights to operate on the full length of a path, or an applicant group wanting to share, section by section, the purchase of a coordinated international path) may request a study to gain a better understanding of how the desired paths could fit in the timetable before applying for a path. An applicant’s request for a path study must be presented to the relevant IM between X-18 and X-11 (or exceptionally X-9) – preferably using the RNE path study request form.
submission of train path request	International train path requests may be made either by a single party wanting the rights to operate on the full length of a path, or by an applicant group (a group of parties wanting to share, section by section, the purchase of a coordinated international path). The application for an international path must be made before the second Monday in April (X-8) in order for the IMs to take account of it in the draft network timetable – preferably using the RNE path order form and the PCS/Pathfinder online tool.
subsidiary timetable	UK: the adjustment of the Principal Timetable, established at midnight on the third Saturday in May during the period of validity of the Principal Timetable.
substitution within the framework of maintenance	Any replacement of components by parts of identical function and performance within the framework of preventive or corrective maintenance.
succession of national paths	This refers to the situation where path requests are submitted by the customer through national processes only (without PCS/Pathfinder) to each IM, generally for one network until the border station. In this situation, the involved IMs are not in the position to co-ordinate the separate requests, which end / start at a border. The involved IMs therefore provide answers for the operating days requested country by country. This allows applicants to check the consistency of their international trains worked out from a succession (i.e. a sequence) of national paths, which can also be national traffic not crossing the border.
supply of fuel, shunting, and all other services provided at the access services facilities	These are part of the services mentioned in Annex 2, Point 2. of DIRECTIVE 2012/34/EU, 'Services to be supplied to the railway undertakings'.
system path	System Paths are a timetable construction principle set up by IMs/ABs rather than a concrete offer to the customer. As a result of standardised train path parameters, their characteristics are close to cadenced timetables or regular intervals.
TAF TSI	TAF TSI are the Technical Specification for Interoperability relating to Telematic Applications for *Freight.*

tailor-made contracts	DIRECTIVE 2012/34/EU lists two types of tailor-made contracts: 'Additional services may comprise: [...] (c) tailor-made contracts for: — control of transport of dangerous goods, — assistance in running abnormal trains.' These contracts are made for one specific customer, thus they take into account the customer's particular situation and requirements. The conclusion of the contracts and their contents have to be non-discriminatory.
tailor-made train path	A train path created specifically to meet a customers' specific needs.
TAP TSI	TAP TSI are the Technical Specification for Interoperability relating to Telematic Applications for Passenger. In concrete terms, 'the TAP TSI is a set of standards in order to share information in a harmonised way on issues such as timetables, conditions of carriage, luggage, assistance to the disabled, the carriage of bicycles, tickets, delays etc. Currently TAP TSI is for international travel only.' (European Commission, as reported in DODs EU Monitoring, 9 November 2010).
technical admission	OTIF definition: 'the procedure carried out by the competent authority to authorise a railway vehicle or other railway material to operate in international traffic or to authorise the type of construction'.
technical and operational instructions	Title of Annex 3 in Common access contract for all RNE members (Standard Contract of Use). The purpose of this contract is to set out the conditions of access and use of the RNE network (railway infrastructure made available by the signing IMs on their network within the scope of their co-operation within RNE).
technical certificate	OTIF definition: 'the official evidence of a successful technical admission in the form of a valid Design Type Certificate or a valid Certificate to Operation'.
Technical File	OTIF definition: 'the documentation relating to the vehicle or other railway material containing all its (the type's) technical characteristics, including a user manual and the characteristics necessary to identify the object(s) concerned.'
technical inspection of rolling stock	Trains may be inspected for safety reasons.
Technical Specification for Interoperability (TSI)	The European technical standards for interoperability. DIRECTIVE 2008/57/EC, Art. 2: a ‘technical specification for interoperability’ (TSI) means a specification adopted in accordance with this Directive by which each subsystem or part subsystem is covered in order to meet the essential requirements and ensure the interoperability of the rail system'. The aim of the TSIs is to define data exchange, both between Infrastructure Managers (IMs) and Railway Undertakings (RUs), and within these two groups. The INF TSI is the Technical Specifications for Interoperability for Infrastructure.
technical standard	OTIF definition: 'a voluntary standard adopted by a recognised international standardisation body, according to the procedures applicable to it'.
technical stop	Stop for crew change or technical reasons, but without freight offloading or reloading.
technological journey	A process of development of new technologies, lasting several years or decades.
temporary speed restriction	A planned speed restriction imposed for temporary conditions such as track maintenance.

terminal	General definition: a terminal is any passenger station, freight or parcels depot. CAUTION: 'terminal' here means the place where passenger journeys or freight transits may start or end, rather than the end of the railway itself. Definition in REGULATION (EU) No 913/2010, Art. 2 2(c) : 'the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries.' The Regulation also specifies (Art.18) that 'The management board [of the freight corridor] shall draw up, regularly update and publish a document containing ... the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals'. Under EU legislation, Railway Undertakings shall be entitled to have access to terminals. Supply of services shall be provided in a non-discriminative manner, and requests by Railway Undertakings may only be rejected if viable alternative under market conditions exist.
terminal platform	A terminal platform is a platform from which trains can only depart in one direction. A terminal station is a station consisting of terminal platforms.
terminus station	The railway station at the end of the physical railway line. It is materially impossible for trains to drive through a terminus station to another station.
terms of settlement of payment	A settlement is the completion of a transaction, wherein the seller transfers goods to the buyer and the buyer transfers money to the seller. A settlement may be final or provisional. The terms of settlement are a list of conditions set by the seller, which the buyer has to take into account.
test train	A test train can be 1) a train used for carrying out tests of the railway track or the train itself; 2) a train used for testing a bridge.
through platform	A platform where trains may arrive from one direction and depart in the other.
through station	A station from which trains can depart in more than one direction.
time frame	REGULATION (EU) 2016/545: 'the period of time specified in a framework agreement within which one or several train paths are intended to be allocated under the timetable procedure'.
timekeeping	Standard definition: timekeeping is the measurement of time, or determining what the local time is, or recording an amount of time (e.g. worked by an employee). In the railway sector, 'timekeeping' sometimes refers to the ability of a train service / railway company to be on time; but a better word is 'punctuality'.
timetable	A schedule listing the times at which certain events, such as arrivals and departures at a transport station, are expected to take place. The timetable defines all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force. Example: “annual timetable” (“yearly timetable” is incorrect). *UK: the “Short Term Planning Timetable”, usually abbreviated to STP Timetable, can be valid for a single day or a number of days.*
timetable changeover / timetable change	The date on which the old timetable ceases to be valid, and the new timetable starts to take effect. The timetable change is regulated by the EU and has taken place in December every year since 2004 across Europe.
timetable drafting	The period of timetable development during which a draft timetable is prepared.
timetable period	A timetable period means the period of operation of a Working Timetable; it starts on the day of a timetable change (change date).
timetable planning process / timetabling process	A complex process of consultation and planning which defines the data relating to all train and rolling-stock movements that are expected to take place on the relevant infrastructure during the period of validity of the timetable. Detailed train timings are agreed by IMs and RUs.

TIS – Train Information System (formerly called EUROPTIRAILS)	Web-based application which visualises international trains from origin to destination. It supports international train management by delivering real-time train data concerning international passenger and freight trains along RNE corridors. The relevant data is processed directly from the Infrastructure Managers' systems.
tracing	TAF TSI definition: 'finding and reconstructing the transport history of a given consignment, vehicle, equipment, package or cargo.'
track	General definition: a pair of rails over which rail borne vehicles can run. EC Decision of 15 September 2011 on the common specifications of the register of railway infrastructure: any track used for train service movements (passing loops and meeting loops on plain line or track connections only required for train operation are not published).
track access charge (TAC)	See 'infrastructure charge'
track access to services facilities and supply of services	Under DIRECTIVE 2012/34/EU, Annex II point 2, this comprises: refuelling facilities and supply of fuel in these facilities, charges for which shall be shown on the invoices separately, passenger stations, their buildings and other facilities, including travel information display and suitable location for ticketing service, freight terminals, marshalling yards, train formation facilities including shunting facilities, storage sidings, maintenance and other technical facilities, maritime and port facilities linked to rail activities, relief facilities.
tracking	TAF TSI definition: 'systematically monitoring and recording the present location and status of a given consignment, vehicle, equipment, package or cargo.'
traction current	Electric current supplied for the purpose of electric traction, collected either by pantograph from the overhead supply, or by collector shoe from the third rail (e.g. in the UK). It is an additional service to be supplied upon request to the Railway Undertaking where the Infrastructure Manager offers this service, but the use of electrical supply equipment for traction current, where available, belongs to the minimum access package.
traction unit / tractive unit	OTIF definition: 'a railway vehicle provided with a means of traction'. More specifically: a locomotive or a self-powered unit (multiple unit, self-propelled rail vehicle or road-rail vehicle operating in rail mode) in a multiple-unit train.
tractive vehicle	A vehicle equipped with prime mover and motor, or with motor only. It either hauls other vehicles (a "locomotive") or hauls other vehicles and carries passengers and/or goods (a "railcar").
traffic / rail / railway operations	Railway operations' *in the widest sense* include the operations and movement of rolling stock by any means; the construction of rolling stock or a railway, tracks or associated track structures; and the management, commissioning, maintenance, repair, modification, installation, operation or decommissioning of rail infrastructure and similarly, of rolling stock. *In a more restricted sense* , 'rail traffic operations' means the processes that take place on and around the rail infrastructure when providing rail services. Operational design lies at the heart of the reliability of the system and its safety.
traffic conditions	Traffic conditions include the following factors: congestion, incidents, weather.
traffic control and management	The set of actions performed by the railway network to avoid congestion and ensure that customers get their required services. The basic control problem is related to the efficient allocation of limited resources so as to: satisfy different requirements, provide fair access to the network resources for all customers, and ensure that quality of service guarantees are provided for all users.
traffic control system	A large-scale distributed industrial control system. A train-traffic-control system has many station-level subsystems doing the traffic control, several train-line-level systems managing the station-level subsystems, and a central supervising system. Train traffic control is performed from control centres, where train dispatchers monitor and control the traffic.

traffic monitoring	The monitoring of railway traffic involves systematically keeping track of (or supervising) and collecting information concerning parameters such as: train location, train speed, train direction. It uses uses graphical systems. The main graphic screens of these systems show two kinds of diagrams: train tracks and train schedules. Train track diagrams indicate the actual layout of railway tracks, signals, stations, and so on. They indicate the current position of trains, the condition of signals, the direction of switches, and so on, using simplified drawings of actual railway tracks and signals. To notify operators of this information, the colour of tracks and signals are displayed, and a train's number is displayed in text that dynamically changes according to supervisory data. Train schedule diagrams consist of lines which correspond to the movements of trains, train numbers for each train line, and horizontal lines which show the positions of stations. They are presented as charts that illustrate train movements in actual time depicted along a horizontal axis.
traffic volume	Measure of transport activity, expressed in, for example, vehicle-kilometres or tonne-kilometres.
train	Eurostat/ITF/UNECE definition: one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. (A light engine, i.e. a locomotive travelling on its own, is not considered to be a train.) UNISIG definition for ERTMS: a traction unit (vehicle from where a train is operated) with or without coupled railway vehicles or a train set of vehicles with train data available. General definition: one or more railway vehicles capable of being moved. It may consist of a locomotive (sometimes more than one) to provide power with various unpowered vehicles attached to it. It may consist of a multiple unit, i.e. several vehicles formed into a fixed formation or set, which carry their own power and do not require a locomotive. A train may be only a locomotive running light (deadheading) to a point elsewhere on the railway. A train may carry passengers, freight or, rarely nowadays, both.
train dispatcher	Individual responsible for controlling train traffic.
train disposal	Taking a train out of service and delivering it to the appointed location.
Train Estimated Time of Arrival (TETA)	TAF TSI definition: 'Estimated Time of Arrival of a train at a specific point, e.g. handover point, interchange point, destination of the train.'
train loading	This may mean 2 very different things: the loading and unloading of goods at train loading facilities ('loading bay' or 'loading dock'); or the total number of passengers carried by a train. Train loading may be even, when the same number of passengers is sitting in every coach, or uneven, when some coaches are fuller than others; the load factor may be higher than 100% if all seats are occupied and some passengers are standing.
train movement	When railway vehicles are moved with train data available, as a rule from station to station, and as a rule under the authority of 'proceed' aspects from main signals, or similar procedures.
train operator	The company responsible for operating a train.
train path	DIRECTIVE 2012/34/EU definition: 'the infrastructure capacity needed to run a train between two places over a given period'. This can also be described as the space taken up in the timetable by the passage of a train, allowing for safety margins. TAF TSI definition: 'Train route defined in time and space.'

train path agreement	An agreement between IM and RU concerning train path allocation. Includes use of tracks and switches. In Austria, the train path agreement contains the details on the allocated train paths and other services ordered. EU REGULATION: 'The path agreement for a train movement at short notice is based on a dialogue between RUs and IMs. The dialogue will involve all RUs and IMs involved in moving the train along the desired path but maybe with different contribution to the path finding process.... Based on the path agreement, the RU can expect that a booked path is also available. Therefore if something occurs and the booked path is no longer available, the IM must inform the RU as soon as it has the knowledge about this fact.'
train path band	Refers to trains running at an harmonized speed. Various categories of trains travelling at the same speed are bundled (speed bundling); bundling helps to reduce the headway between trains, hence making it possible to increase network capacity. More generally, train bundling involves arranging trains into types.
train path catalogue	A catalogue of available train paths, as identified by an Infrastructure Manager's capacity analysis.
train path order form	A paper form that a RU may use in order to apply for an international train path; it is available online via internet. It should only be used if the RU is not using PCS/Pathfinder.
train path/slot	TAF TSI definition: 'A definition of a train's route in terms of time and the locations (marker points) at which it will originate and terminate along with details of those locations en route at which it will either pass or call. The detail might also include any activities that the train will perform en route for example train crew, locomotive or other consist changes.' The TAF TSI definition does not make any distinction between 'slot' and 'path'. In the UK however, Network Rail defines a train slot as a right to a train movement, defined by characteristics of length, weight and speed together with departure and arrival times at their start and end locations and any appropriate intermediate locations. When processed by Network Rail into the working timetable (using the rules set out in the Network Code) this train slot becomes a train path. In other words, a 'train slot' is used for 'internal' IM purposes ('production/operation plan') whilst a 'train path' is more akin to a promise made to a customer in a 'delivery plan' and is for 'external' use.
train slot	See train path/slot above
train spacing system	All train-spacing systems are part of the signalling system and are designed to prevent more than one train occupying a single line section at one and the same time. Each of these sections is known as a block. In a traditional system, a block consists of the distance between two fixed signals, plus a safety distance. Modern systems (such as ETCS Level 3, using full radio-based train spacing) do not use rigidly-structured fixed-length block sections but a 'moving block'. This means that the block of line which contains the train moves with it. The main advantages are to increase line capacity and lineside signals are no longer needed.
train washing sidings	Sidings are tracks which are not part of any running line; some sidings can be used for the washing of locomotives and rolling stock.
training of staff	Companies in the rail industry may provide programmes for the training of staff; these ensure that the staff's competence is maintained and/or improved. Training and re-training focuses on specialised tasks so that staff are able to carry these tasks out safely and efficiently. One EU Directive specifies the duties of Member states, IMs and RUs as regards staff training: 'Member States should ensure that facilities for the training and certification of train staff necessary to meet requirements under national rules are available to railway undertakings applying for a safety certificate.' (Point (19) in Preamble; see also Article 13, Access to training facilities, and Annex 3, Safety Management Systems).
trainset	Indivisible block of railcar(s) and railcar trailer(s) or locomotive(s) and passenger railway vehicle(s). (Included are trainsets that are technically divisible but are normally kept in the same configuration. One trainset may be coupled to another one. Each trainset may have more than one tractive vehicle.)
transhipment / trans-shipment	TAF TSI definition: 'The operation of moving goods cargo items or unit loads from one vehicle to another or to and from storage.'

transit	DIRECTIVE 2012/34/EU (Recast) definition: 'crossing territory of the Union without loading or unloading goods, and/or without picking up passengers or setting them down in territory of the Union'.
transit time	The time that elapses from the time the consignor makes the goods available for dispatch until the carrier delivers to the consignee.
Transport Market Study (TMS)	REGULATION (EU) No 913/2010, Art. 14: 'The Management Board shall evaluate the need for capacity to be allocated to freight trains running on the freight corridor taking into account the transport market study referred to in Article 9(3) of the Regulation 913/2010/EU, the requests for infrastructure capacity relating to the past and present working timetables and the framework agreements.' Art. 9 explains that the study shall cover the different types of traffic, both freight and passenger, and review where necessary the socio-economic costs and benefits stemming from the establishment of the freight corridor. The implementation plan of each RFC shall contain the essential elements of the study, which shall be periodically updated.
transport mode	Category of means of transport (road, rail, aviation, shipping, etc).
transport service	A transport service is the provision of vehicles and other facilities to move people or goods from point A to point B. Thus freight services consist of the physical movement and handling of goods (incl. pick-up, consolidation, actual transport, trans-shipment, delivery) whilst passenger services make it possible for people to travel from one place to another. Maritime transport services consist of three types of activities: (i) international maritime transport (the actual transportation service until the destination port); (ii) maritime auxiliary services (any activities related to cargo manipulation in ports and on ships); and (iii) port services (activities related solely to ship management in ports). A public transport service has a considerable number of dimensions, such as: network structure, pricing, spacing of lines and stops, frequency of service, and vehicle size. The quality of transport services (and 'service levels) has become an important issue in the EU, and includes quality in terms of 'capacity', 'transport service' and 'traffic flows'. In passenger rail transport, speed and comfort are seen as the prime quality of service indicators. 'Inter-modal' refers to transport services which make use of more than one transport mode (also known as 'multi-modal' services).
travel document	NOS definition: 'all types of tickets, rail cards, passes and other authorised documents.'
trunk line	A *trunk line* , or *trunk route* , is the line that is the main route on a railway.
underutilised lines	These are railway lines that carry little traffic and are thus utilised below their potential use.
unit load	TAF TSI definition: 'A number of individual packages bonded, palletised or strapped together to form a single unit for more efficient handling by mechanical equipment.'
unit train	TAF TSI definition: 'A freight train dispatched with only one consignment note and only one type of goods and composed of uniform wagons running from a consignor to a consignee without intermediate marshalling.'
upgraded high speed railway line	A conventional line specially upgraded to allow traffic at speeds of the order of 200 km/h for the main segments.
upgrading	DIRECTIVE 2008/57/EC, Art. 2: 'any major modification work on a subsystem or part subsystem which improves the overall performance of the subsystem'.
use-charge	Any charge related directly to actual use of a transport mode; is a *variable* charge (as opposed to, say, vehicle and sales taxes, which are *fixed* charges). The term is preferred here because “user charge”, which is frequently employed in the literature in this sense, can be misinterpreted out of context.

UTC (Universal Time Co-ordinated)	The international time standard, also known as Greenwich Meridian Time (GMT)
validity / validity period / period of validity	The period of time during which something (a train ticket, a contract, an offer, etc) is legally acceptable.
vehicle keeper	DIRECTIVE 2008/57/EC, Art. 2: 'the person or entity that, being the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in the national vehicle register referred to in Article 33'.
vehicle-kilometre	One kilometre travelled by a single vehicle.
viable alternative	DIRECTIVE 2012/34/EU (Recast): 'access to another service facility which is economically acceptable to the railway undertaking, and allows it to operate the freight or passenger service concerned'.
wagon	OTIF definition: 'a railway vehicle, not provided with a means of traction, which is intended to carry goods.'
wagon load	TAF TSI definition: 'A unit load whereas the unit is a wagon.'
water supply	Process or activity by which water is provided for some use, to a home, factory, or business.
wheel flat	A part of the surface of a (round) train wheel that becomes flat, for example if the train slides during braking. This irregularity in the curvature of the wheel tread causes a hammering effect during train runs, which can lead to serious damage to the rail surface and, in extreme case, its structure.
wheel flat detectors (WFD)	A number of railways have initiated the use of wheel flat detectors. The majority of wheel flat detectors are based on the principle of the rail-wheel circuit, which is broken by a wheel flat, or on 'impact measurement', or on a combination of the two methods. Wheel flat detectors are recommended where trains are not observed by operating staff on the approach to sections with many tunnels, or before tunnels more than approximately 5 km in length. The need for heavier axle loads and faster trains will no doubt necessitate a more intensive quality control of wheels in future.
wheel load weigher	A scale especially adapted to determine the weight of any single wheel, or set of wheels, on a vehicle. These scales are used for law enforcement of weight limits on vehicles.
working days	All weekdays except Saturdays, Sundays and national holidays in the countries of the Members involved.
working timetable	The timetable used for working purposes. This is the same as the annual or daily timetable. In the networks of RNE Members, the working timetable is established once per calendar year; the change of working timetable takes place at midnight on the second Saturday in December every year. DIRECTIVE 2012/34/EU (Recast) definition: 'the data defining all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force'.
yard	Functional structure for train arrivals / departures, and in some cases, parking and/or shunting operations.

ADDENDUM ON PRODUCTS & SERVICES

products [general definitions]	Thing or substance produced by natural process or manufacture. In **economics:** the end result of the manufacturing process. In **marketing,** a product is anything that can be offered to a market that might satisfy a want or need. In **general usage**, product may refer to a single item or unit, a group of equivalent products, a grouping of goods or services, or an industrial classification for the goods or services.

services [general definitions]	Services are one of the two key components of economics, the other being goods. A service is a type of economic activity (or series of activities) that is of a more or less intangible nature, is not stored and does not result in ownership. Normally (but not necessarily) it takes place in interactions between the customer and service employees and /or systems of the service provider, provided as solutions to customer problems. Examples of services include the transfer of goods, such as the postal service delivering mail, and the use of expertise or experience, such as a person visiting a doctor. Services include the provision of what is necessary for maintenance of thing or operation, assistance and advice.
transport service	A transport service is a system of trains, buses, etc running at stated times, and transport provided by these. For example: inter-city rail services, local bus services, regional services, high-speed rail services.
products and services [in the rail sector] or P&S	In 2002, the European Rail Research Advisory Council (ERRAC) presented a comprehensive Strategic Rail Research Agenda (SRRA). This identified a range of customer priorities for future rail products and services including seamless passenger services, door-to-door freight services, integrated mass transit services, modular interoperable rolling stock, intelligent mobility, fully interoperable rail infrastructure, and a European rail system that is environment-friendly and sustainable. One of the 5 objectives of ERRAC's Rail21 approach is to 'strengthen the worldwide competitiveness of the European rail industry sector and its ability to supply cost effective products and services'. As regards rolling stock, ERRAC's Strategic Rail Research Agenda 2020 calls for the 'reduction of complexity and diversification of currently available products'. More generally, the EC's Research DG considers it essential that 'bold steps are taken quickly and effectively to ensure that the railways can offer more attractive and reliable products and services of the highest quality'. And creating a single European railway area by 2020 will require a common strategy regarding railway products and services. The programme 'Railway Standards in Europe' is also concerned with P&S: it is working to ensure the interoperability of products and services.
products in the rail sector: examples	Galileo-based communication technology, vehicle propulsion system, maintenance-free infrastructure system, interface protocols for international traffic management, train positioning (in traffic management system).
services in the rail sector: examples	Electronic ticketing, electronic payment, optimised timetable, European Homologation and Acceptance procedures, infrastructure monitoring and diagnosis system.

SOURCES

A. European Legislation (Regulations, Directives and Decisions)

Directives

DIRECTIVE 1991/4440/EC of the European Parliament and of the Council

DIRECTIVE 1995/18/EC of the European Parliament and of the Council of 19 June 1995 on the licensing of railway undertakings

DIRECTIVE 1995/19/EC of the European Parliament and of the Council of 19 June 1995 on the allocation of railway infrastructure capacity and the charging of infrastructure fees

DIRECTIVE 1996/48/EC of the European Parliament and of the Council of 23 July 1996 on the interoperability of the trans-European high speed rail system

DIRECTIVE 2001/13/EC of the European Parliament and of the Council of 26 February 2001 amending Council Directive 95/18/EC on the licensing of railway undertakings

DIRECTIVE 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification.

DIRECTIVE 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system

DIRECTIVE 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway

DIRECTIVE 2004/50/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and

DIRECTIVE 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system

DIRECTIVE 2004/51/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 91/440/EEC on the development of the Community's railways

DIRECTIVE 2007/58/EC of the European Parliament and of the Council of 23 October 2007 amending Council Directive 91/440/EEC on the development of the Community's railways and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure

DIRECTIVE 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community

DIRECTIVE 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods

DIRECTIVE 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways (Railway Safety Directive)

DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast)

Regulations

REGULATION (EC)1191/69 of the European Parliament and of the Council on Public Service Obligation

REGULATION (EC) 62/2006 of 23 December 2005 concerning the technical specification for interoperability relating to the telematic applications for freight subsystem of the trans-European conventional rail system

REGULATION 1370/2007/EC of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70

REGULATION 1371/2007/EC of the European Parliament and of the Council of 23 October 2007 on rail passengers'rights and obligations

REGULATION (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight; and the related Handbook Handbook on the Regulation concerning a European rail network for competitive freight (30 June 2011)

COMMISSION IMPLEMENTING REGULATION (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity

Decisions

COMMISSION IMPLEMENTING DECISION of 26 November 2014 on the common specifications of the register of railway infrastructure and repealing Implementing Decision 2011/633/EU

Other

European Commission, Preparation of an Impact Assessment on the Internalisation of External Costs (2007)

B. RailNetEurope publications

Common access contract for all RNE members (Standard Contract of Use)

Corridor Information Document Common Structure

E GTC (European General Terms & Conditions)

Guidelines for Corridor OSS

Guidelines for Freight Corridor Punctuality Targets

Guidelines for Pre-arranged Paths

Internal Regulations and Operational Guidelines (IROGs), especially Section 1. Definitions

Network Statement Common Structure & Implementation Guide

Overview of Priority Rules in Operation

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F. Translation / language tools of the European Union

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Leonardo Da Vinci Language Competences Project, 'Uniform Railway Language for Safer Europe', has produced a **Glossary** of nearly 600 terms reflecting the minimum vocabulary necessary for train drivers, dispatchers involved in cross-border traffic etc. Project manager: Vita Žunda, PSLC, +371 29127527, vitavmc@latnet.lv; vita.zunda@apollo.lv. Project assistant: Reinis Kārkliņš, PSLC, +371 26556396, vmcb@latnet.lv