

Abbreviation	Term / expression	Definition	Source of definition
	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. <i>In the UK, an access contract can also mean a framework agreement.</i>	NR, RNE NS and CID WG, RNE LM WG
	ad hoc capacity allocation	Allocation of capacity by an Infrastructure Manager or Allocation Body outside the time scale it normally uses.	NR
	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.	Based on NR
AG	Advisory Group	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)	Articles 8.7, 8.8 (Governance of freight corridors), 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
AG	Aktiengesellschaft (German public limited company)		
AB	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.	RNE, IROGs (1. Definitions)
	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.	NR
AC	alternating current		
	Applicant	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.	DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast), Chapter I, Art. 3
ABS	Ausbaustrecke (enhancing and upgrading an existing track)		

	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. <i>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.</i>	Based on World Bank, Railway Reform: Toolkit for Improving Rail Sector Performance (2011); Glover, Dictionary of Railway Industry Terms (2009); Francis DELOOZ (UIC), presentation at IHHA 2009 Shanghai.
	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 <i>operational</i> nature.	RNE NS and CID WG
	border point	The location at which an international border is formally crossed. For the UK, this will involve customs and nationalisation personnel.	NR
	bottleneck	A location especially affected by congestion, with knock-on effects elsewhere on the network.	NR
	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 (avbokad, 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).	COMMISSION REGULATION (EC) No 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 ('TAF TSI'); Trafikverket.
	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.	RNE's own; DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast), Chapter I, Art. 3; Trafikverket
	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.	NR
	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).	RNE Network Statement Common Structure and Implementation guide, Chapter 3.5; RNE Guidelines for Coordination / Publication of Works and Possessions

	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).	RNE, IROGs Appendix 5 RNE Guidelines for C-OSS
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.	RNE
CC	common components		
CCG	Common Components Group		
CER	Community of European Railway Operators and Railway Infrastructure Companies	The Community of European Railway and Infrastructure Companies (CER) brings together 75 railway undertakings and infrastructure companies from the European Union, the candidate countries (Macedonia and Turkey) as well as from the Western Balkan countries, Norway, and Switzerland.[1]	
	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.	<a href="http://en.wikipedia.org/wiki/Confidentiality">http://en.wikipedia.org/wiki/Confidentiality</a>
	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.	Based on DIRECTIVE 2012/34/EU
CEF	Connecting Europe Facility		
	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.	RNE, Guidelines for Corridor OSS
	Corridor Coordinator (IM Performance Manager)	Person who ensures the overall coordination of Performance Managers along a corridor and acting as a consultation partner for the corridor in the questions of performance analyses (cfr Train Performance Management)	
CID	Corridor Information Document	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.	REGULATION (EU) 913/2010, Article18; Chapter IV, Article 27 of DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast)
CIP	Customer Information Platform	CIP is an interactive, Internet-based information tool. By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, terminals, infrastructure investment projects and maintenance works as well as basic track properties of the participating Rail Freight Corridors (RFCs).	RNE CIP Handbook

C-OSS	Corridor One-Stop Shop	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').'	REGULATION (EU) 913/2010, Article 13.1
	corridor organisation	Governance structure of a Rail Freight Corridor according to Article 8 of EU Regulation 913/2010.	REGULATION (EU) 913/2010, Article 8
	corridor train	A train that crosses at least one corridor border, and runs at least 70 continuous kilometres on corridor lines	
	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.	
	dedicated line	A dedicated line is a rail link used <i>exclusively</i> 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 <i>specialised</i> line (a rail link where one type of traffic – freight or passengers – will be preferred and given priority when allocating capacity).	RNE's own
	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.	www.thefreedictionary.com; UIC Leaflet 450 – 2, Assessment of the performance of the network related to rail traffic operation for the purpose of quality analyses – delay coding and delay cause attribution process (2008)
	disturbance	The same thing as a disruption.	
	Diversionsary routes / lines	Routes on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines. So, it is a routing bypassing places (where alternative options exist) on the principle route - related routes and destinations and PaPs apply for it.	
	draft timetable / offer	Timetable to be prepared by the IM no later than four months after the deadline for submission of bids by applicants.	
ETA	Estimated Time of Arrival	'Estimated Time of Arrival of wagons at the customer side.'	COMMISSION REGULATION (EC) No 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 ('TAF TSI'), Annex B: Glossary
EC	European Commission	The European Commission (EC) is an institution of the European Union, responsible for proposing legislation, implementing decisions, upholding the EU treaties and managing the day-to-day business of the EU. Commissioners swear an oath at the European Court of Justice in Luxembourg, pledging to respect the treaties and to be completely independent in carrying out their duties during their mandate.	
EEIG	European Economic Interest Grouping	A European Economic Interest Grouping (EEIG) is a type of legal entity created on 1985-07-25 under European Community (EC) Council Regulation 2137/85. It is designed to make it easier for companies in different countries to do business together, or to form consortia to take part in EU programmes	

ERFA	European Rail Freight Association	A European association representing private and independent rail freight companies in Europe.	ERFA
EIM	European Rail Infrastructure Managers	European Rail Infrastructure Managers (EIM) is a sector association that represents the interests of European rail infrastructure managers. Members consist of owners/managers of infrastructure from most European/EEA nations. EIM was formally established in 2002 following the liberalisation of the EU railway market to promote the interests of independent rail infrastructure managers in the EU and the EEA. EIM is a founding member of the Platform for European Rail Infrastructure Managers (PRIME) and is also a member of the Group of Representative Bodies.	
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.	
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.	
EU	European Union	The European Union (EU) is a political and economic union of 28 member states that are located primarily in Europe. It has an area of 4,475,757 km <sup>2</sup> (1,728,099 sq mi), and an estimated population of over 510 million. The EU has developed an internal single market through a standardised system of laws that apply in all member states. EU policies aim to ensure the free movement of people, goods, services, and capital within the internal market, enact legislation in justice and home affairs, and maintain common policies on trade, agriculture, fisheries, and regional development. Within the Schengen Area, passport controls have been abolished. A monetary union was established in 1999 and came into full force in 2002, and is composed of 19 EU member states which use the euro currency.	
	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.	UIC leaflet 502-1, 'Exceptional consignments', 2007
ExB, EB, ExBo	Executive Board	Representative of the authorities of the Member States concerned. The Executive Board defines the strategy and the objective of the corridor.	
	expected lines	Lines which either are planned in future or under construction but not yet completely in service. Expected line can also be an existing line which shall be part of the RFC in the future	
	Feeder / Outflow path	A feeder/outflow path refers to any path section prior to reaching an intermediate point on a corridor (feeder path) or any path section after leaving a corridor at an intermediate point (outflow path).	
	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.	RNE's own

	final offer	see final path allocation	
	fix PaP	PaP-Sections with fixed times, Data cannot be modified in the path request by an applicant	
	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.	RNE Guidelines for Corridor OSS
	flex PaP	PaP-Sections with flexible times, data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section has to be respected.	
FCA	framework for capacity allocation	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.	REGULATION (EU) 913/2010; RNE LM WG
	freight corridor	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.'	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, Article 2, Definitions
	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. <u>Gauge</u> : maximum height and width (size) of rail vehicles allowed on a specific route. <u>Loading gauge</u> : maximum physical dimensions (height and width) to which an open rail wagon can be loaded.	Based on Glover, Dictionary of Railway Industry Terms (2009) and Eurostat, ITF and UNECE, Illustrated Glossary for Transport Statistics, 4th edition (2009)
GA	General Assembly		
	handover point	Point where the responsibility changes from one IM to another.'	COMMISSION REGULATION (EC) No 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 ('TAF TSI'), Annex B: Glossary
IP	implementation plan (EU Rail Freight Corridors)	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'	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, Article 2, Definitions
IM	Infrastructure Manager	any body or firm responsible for the operation, maintenance and renewal of railway infrastructure on a network, as well as responsible for participating in its development as determined by the Member State within the framework of its general policy on development and financing of infrastructure.'	DIRECTIVE (EU) 2016/2370 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL, of 14 December 2016, amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure, chapter 1, amendment to article 3
	Infrastructure Manager Performance Manager / IM Performance Manager (Corridor Coordinator)	Person in charge who is responsible for the definition phase and the performance analyses process in Train Performance Management. This is also the responsible person for the IM who takes care of needed measures in his area to improve the punctuality.	
	interchange point	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.'	COMMISSION REGULATION (EC) No 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 ('TAF TSI'), Annex B: Glossary
ACEI	interlockings (Italy)		

	international traffic	The movement across borders of railway vehicles on railway lines over the territory of at least two States.	Adapted from OTIF, Partial revision of Appendix G (ATMF) of the COTIF (CR 24/NOT/Add.4 21.12.2009)
UIC	International Union of Railways	The UIC (French: Union Internationale des Chemins de fer) or International Union of Railways is an international rail transport industry body	
	interoperability	<p>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.</p> <p>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'.</p> <p>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.</p>	<p>www.answers.com/topic/interoperability; www.era.europa.eu/core/interoperability; DIRECTIVE 2008/57/EC of 17 June 2008 on the interoperability of the rail system within the Community (Recast), Art. 2; Glossary of UNISIG Terms and Abbreviations</p>
	investment	<p>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.</p> <p>Investment in rail infrastructure: for example, modernising signalling, building new lines, electrifying existing lines, improving railway station facilities, etc.</p>	
	investment plan	<p>'The management board [of the RFC] 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:</p> <p>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,</p> <p>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.....,</p> <p>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.....,</p> <p>d) where applicable, reference to the contribution of the Union envisaged under financial programmes of the Union.'</p>	<p>Article 11.1 (Investment Planning), 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</p>
KPI	Key Performance Indicator	Performance factor with which the progress regarding important objectives can be measured within an organisation.	
	late path request	Late path requests are capacity requests concerning the annual timetable sent to the C-OSS or IM within the time frame from X-7.5 until X-2.	

Lol	Letter of Intent	A letter of intent (LOI or Lol, and sometimes capitalized as Letter of Intent in legal writing, but only when referring to a specific document under discussion) is a document outlining one or more agreements between two or more parties before the agreements are finalized. The concept is similar to a heads of agreement, term sheet or memorandum of understanding. Such outlined agreements may be mergers and acquisitions transaction agreements,[1] joint venture agreements, real property lease agreements and several other categories of agreements that may govern material transactions.	
	line / railway line	<u>General definition</u> : one or more adjacent running tracks forming a route between two points. <u>EC Decision of 15 September 2011</u> on the common specifications of the register of railway infrastructure: a sequence of one or more sections, which may consist of several tracks.	Eurostat, ITF and UNECE, Illustrated Glossary for Transport Statistics, 4th edition (2009); COMMISSION IMPLEMENTING DECISION of 15 September 2011 on the common specifications of the register of railway infrastructure (notified under document C(2011) 6383)
	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.	UIC Leaflet 405-1 Capacity; COMMISSION IMPLEMENTING DECISION of 15 September 2011 on the common specifications of the register of railway infrastructure (notified under document C(2011) 6383)
MB, MaBo	Management Board	Representative of the IM's and AB's of the corridor	
	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). <i>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:</i> - lead track - automated switching - hump with entry and/or exit group - direction tracks.	Based on Wikipedia; Glover, Dictionary of Railway Industry Terms (2009); VPE expert; Eurostat, ITF and UNECE, Illustrated Glossary for Transport Statistics, 4th edition (2009)
MOU	Memorandum of understanding	A memorandum of understanding (MoU) is an agreement between two (bilateral) or more (multilateral) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. It is often used in cases where parties either do not imply a legal commitment or in situations where the parties cannot create a legally enforceable agreement. It is a more formal alternative to a gentlemen's agreement.	
	Multiple Corridor path	A capacity requests can cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. .	



NSA	national safety authority	a safety authority as defined in Article 3(g) of Directive 2004/49/EC'.	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 (Recast), Article 2 Definitions
	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.	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 (Recast), Art. 2 (Definitions); DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast), Art. 3 (Definitions); World Bank, Transport Core Measures and Indicators: A Users Guide; based on: UK, Railways Act 1992; OTIF, Partial revision of Appendix G (ATMF) of the COTIF (CR 24/NOT/Add.4 21.12.2009)
NetPaP	Network PaP	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.	RNE Guidelines for Corridor OSS
NS	Network Statement	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.'	DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast), Art. 3 (Definitions); <a href="http://www.networkrail.co.uk/asp/3645.aspx">www.networkrail.co.uk/asp/3645.aspx</a>
NUTS	Nomenclature of territorial units for statistics	The Classification of Territorial Units for Statistics (NUTS; French: Nomenclature des unités territoriales statistiques) is a geocode standard for referencing the subdivisions of countries for statistical purposes.[1][2][3][4][5][6] The standard is developed and regulated by the European Union, and thus only covers the member states of the EU in detail. The Classification of Territorial Units for Statistics is instrumental in the European Union's Structural Fund delivery mechanisms and for locating the area where goods and services subject to European public procurement legislation are to be delivered.	
	overlapping section	The layout of the corridor lines leads to situations where some corridor lines overlap with others.	
	path	Infrastructure capacity needed to run a train between two places over a given time-period (route defined in time and space).'	COMMISSION REGULATION (EC) No 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 ('TAF TSI'), Annex B: Glossary
	path allocation process	Process that involves assigning specific train paths to railway operators.	RNE handbook
	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.	RNE's own
PCS	Path Coordination System	An international path request coordination system for Path Applicants, e.g. Railway Undertakings (RUs), Infrastructure Managers (IMs,) Allocation Bodies (ABs) and Rail Freight Corridors (RFCs). The internet-based application optimises international path coordination by ensuring that path requests and offers are harmonised by all involved parties.	RNE website

	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 that reward better-than-planned performance.	RNE's own with the help of UIC; RNE LM WG.
PT	Permanent Team	Managing director and Programme managers, seconded from the partnering IM's and AB's to the corridor organisation, running the business	
	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.	Railway Lexicon, chief editor: Lajos Urbán, 1984. Network Rail Network Statement 2010; Glossary of UNISIG Terms and Abbreviations
PaP	pre-arranged path (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	RNE, Guidelines for Corridor OSS
	pre-booking	On behalf of the IM's, after the conflict solving, the C-OSS pre-books the requested PaP to the applicant.	
	pre-constructed path product	Any kind of Pre-constructed path, e.g. a path constructed in advance of any path request and offered by IM's/AB's; applicant can then select a product and submit a path request. Pre-constructed path products are either pre-arranged paths (PaP) on Rail Freight Corridors or catalogue path (CP) for all other purposes.	
	principal line / route	Routes on an RFC where PaP's are offered	
	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.	Based on UIC's RailLexic and Oxford English Dictionary. See also <i>The Routledge Companion to Network Industries</i> , edited by Matthias Finger, Christian Jaag
PIM	Programme Implementation Manager, Programme Infrastructure Manager		
PSA	Programme Support Action		
PMO	Project/Programme Management Office		
RFC	Rail Freight Corridor	A corridor set up and organised in accordance with EU REGULATION 913/2010. Please also see 'freight corridor'.	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)
	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.	DIRECTIVE 2012/34/EU, Annex II, point 2.

RU	Railway Undertaking	<p>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.'</p> <p>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'.</p> <p>In the UK, RUs are commonly known as 'train operator' or TOCs (train operating companies).</p> <p>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.</p>	<p>DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast), Chapter I, Article 3 (Definitions); OTIF, Partial revision of Appendix G (ATMF) of the COTIF (CR 24/NOT/Add.4 21.12.2009); ProRail member of RNE NS WG</p>
RAG	Railway Undertaking Advisory Group	<p>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)</p>	
RB	Regulatory Authority / Regulatory Body	<p>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.</p> <p>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.'</p> <p>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.</p> <p>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.</p>	<p>DIRECTIVE 2012/34/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 21 November 2012 establishing a single European railway area (Recast), Art. 55</p>

	renewal / track renewal	<p>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'.</p> <p>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.</p>	<p>DIRECTIVE 2004/50/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2004 amending Council DIRECTIVE 96/48/EC and DIRECTIVE 2001/16/EC, as well as DIRECTIVE 2008/57/EC, Art. 2 and OTIF, Partial revision of Appendix G (ATMF) of the COTIF (CR 24/NOT/Add.4 21.12.2009); Glover, Dictionary of Railway Industry Terms (2009)</p>
RC	reserve capacity	<p>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 <i>commercial</i> needs.</p>	<p>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, Art. 12 (5)</p>
	running time	<p>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'.</p>	<p>Glover, Dictionary of Railway Industry Terms (2009) and RNE.</p>
	shipper	<p>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.</p>	<p>Based on Celero Group, Cargo Dictionary (2009)</p>
	shunting	<p><u>Eurostat/ITF/UNECE definition</u>: operation of moving a rail vehicle or set of rail vehicles inside a railway station or other railway installations (depot, workshop, marshalling yard, etc.).</p> <p><u>General definition</u>: 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.</p> <p><i>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'.</i></p> <p><i>In Belgium, the shunting charge is to cover the use of 'all other installations that are not covered by the train path-installations charge'.</i></p>	<p>Eurostat, ITF and UNECE, Illustrated Glossary for Transport Statistics, 4th edition (2009); Glover, Dictionary of Railway Industry Terms; Wikipedia; DIRECTIVE 2012/34/EU, Annex II, Point 2</p>
	signalling system	<p>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.</p> <p>There are 'fixed block signalling systems' and the more modern 'moving block signalling systems', which increases line capacity.</p>	<p>Adapted from Glover, <i>Dictionary of Railway Industry Terms</i> (2009)</p>

	single line	see single track	
	single track	A single-track railway is one where traffic in both directions shares the same track.	
TAF / TSI	TAF / TSI	TAF TSI are the Technical Specification for Interoperability relating to Telematic Applications for <i>Freight</i> .	
	tailor-made train path	A train path created specifically to meet a customers' specific needs.	RNE's own
TCR	Temporary Capacity Rescriptions	See possessions	
	terminal	<p>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'.</p> <p>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.</p>	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, Article 2 2. (c), Definitions; Glover, Dictionary of Railway Industry Terms
TAG	Terminal Advisory Group	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)	
TT	timetable	<p>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.</p>	www.thefreedictionary.com/timetable; RNE website; Network Rail
	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'.	
TCCCom	Traffic Control Centres Communication		

	train	<p>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.)</p> <p>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.</p> <p>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.</p>	Eurostat, ITF and UNECE, Illustrated Glossary for Transport Statistics, 4th edition (2009); Glossary of UNISIG Terms and Abbreviations; Railway Technical Web Pages / Train Operations, <a href="http://www.railway-technical.com/tr-ops.shtml">www.railway-technical.com/tr-ops.shtml</a>
TIS	Train Information System	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. The relevant data is processed directly from the Infrastructure Managers' systems.	
TPM	Train Performance Management	Management to monitor the performance of the rail freight services along the corridor and publish regularly quality reports should be published regularly.	
TEN-T	Trans European Network for Transport	TEN-T is a European Commission policy directed towards the implementation and development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and rail-road terminals.	European Commission
TMS	Transport Market Study	<p>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.'</p> <p>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.</p>	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, Articles 9, 14; VPE
	withdrawal	Recall a request	
WG	Working Group		