



CFR NETWORK STATEMENT - 2023

ANNEX 1 **GLOSSARY**

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COMPANIA NATIONALA DE CAI FERATE CFR SA

Glossary:

The specialized terms used within the DRR are those defined in art. 3 of Law 202/2016 on the integration of the railway system in Romania in the single European railway space, with subsequent amendments and additions, and in OG 12/1998 with subsequent additions and amendments.

An explanatory dictionary in English of commonly used railway terms can be found on the following RNE web page: [RNE Glossary of Terms Related to NSs and CIDs](#).

Acceptance phase - The timetabling phase following the final offer, where the contracted applicant(s) have to express their position towards the offer. Usually, the answer can be only "accept" or "reject", in the path alteration and path modification and ad hoc processes also "ask for adaptation" is allowed under certain conditions.

Access Contract – sets down the rights and obligations of CFR and the RU regarding the allocation and use of the infrastructure capacities as well as other services provided or supplied by CFR;

Ad hoc capacity allocation - Allocation of capacity by an Infrastructure Manager or Allocation Body outside of the annual timetable.

Alternative offer – 'Alternative timetable including path details that is offered in the path alteration process as an alternative to the path that is not available anymore.

Alternative route – A different route that may be taken to reach the same destination. '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'.

Annual timetable change - The change of the working timetable which takes place at midnight on the second Saturday in December (symbolized with an "X") .

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.

Arrival time – The time at which a train arrives at a station or other halt.

Basic Service – means a service supplied in any of the service facilities listed in item 2 of Annex II to Directive 2012/34/EU;

Border point - The location at which an international border is formally crossed.

Capacity allocation - The process by which capacity is granted to a Railway Undertaking or to any other Applicant by the IM/AB/C-OSS; this capacity will later be used as actual train paths.

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.

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.

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 journey is by rail or water'.

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.

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.

Coordination of TCRs - The cooperation between IMs aimed at finding the best way to plan TCRs.

The aim of coordination efforts between Infrastructure Managers is the safe implementation of railway operations and to find the best solution for planning operational restrictions resulting from construction measures while taking into consideration the requirements of the market.

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.

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 basic track properties of the participating Rail Freight Corridors (RFCs).

Dangerous goods (substances) - are considered to be those chemicals which, during the transport by rail (in tanks, containers or other packaging), due to traffic accidents, damage to the transport means or packaging, unforeseen chemical reactions, non-compliance with the technical packaging and transport rules or other unforeseen factors, may cause explosions, fires, emissions of gases, vapours, aerosols or toxic liquids spread to the soil and in the environment;

Double-track - A railway line in which one track is provided for each direction of travel. A double-track railway usually involves running one track in each direction, compared to a single-track railway where trains in both directions share the same track.

Draft timetable / offer - Timetable to be prepared by the by IMs/C-OSS no later than four months after the deadline for receipt of requests for capacity to be incorporated into the working timetable.

Dwell time – The period of a time that a train or railway vehicle remain at a scheduled stop (location, border station, etc) without moving beyond this location. Dwell time in train operation consists of procedures time and waiting time.

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.

Estimated Time of Handover – 'Estimated Time of Handover of a train from one IM to another.'

Estimated Time of Interchange – 'Estimated Time of Interchange of wagons from one RU to another.'

European Economic Interest Grouping - A European Economic Interest Grouping (EEIG) is a type of legal entity created 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.

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.

Exceptional transport – A vehicle and/or the load carried which because of construction/design, dimensions or weight does not meet the parameters of the route and requires special authority for the movement and may require special conditions over part or its entire journey.

Exceptional Transport - a transport is considered exceptional if, due to its dimensions, its gauge or weight, taking into account the characteristics of the railway infrastructure on which it is to circulate, it may be admitted only subject to special technical or operation conditions;

Final offer/timetable - Capacity offered by IMs/C-OSS to applicants for allocation, with the possibility to refuse or accept. The immediate allocation follows the acceptance, no further adjustments or consultation follow.

Fix PaP - PaP-Sections with fixed times, Data cannot be modified in the path request by an applicant

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.

Framework capacity - 'infrastructure capacity allocated under a framework agreement'.

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.

Forum Train Europe – A European association of railway undertakings and service companies that promotes cross-border rail freight and passenger traffic in Europe

Halt [geographical point] - Stop-off point generally open to passenger traffic only and not usually staffed.

Implementation plan - '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'

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.' International Contingency Management Handbook definition: 'An unplanned, uncontrolled event disrupting train operations on the network that requires operative treatment of trains.' Directive 2016/798/EU: 'incident' means any occurrence, other than an accident or serious accident, affecting the safety of railway operations;

Infrastructure Manager – means any legal entity or group of legal entities registered in Romania having as business purpose the maintenance and operation of the non-interoperable railway infrastructure leased from CFR in accordance with the law in force;

Initiating pair - The initiating infrastructure manager and the applicant holding the rights to the initially allocated path on the network of the initiating IM are together referred to as the initiating pair.

Intermodal terminal / intermodal rail transport terminal – Eurostat/ITF/UNECE definition: place equipped for the transshipment 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 – '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.

International contingency management – The process aiming to allow the continuation of freight and, if national rules allow, passenger traffic flows at the highest possible level despite an international disruption and to assure transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders.

Internationally harmonised timetable – 'A timetable according to which the applicants can perform a train run; the days and border-times are aligned.

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 2016/797/EU, Art. 2: 'the ability of a rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance'.

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.

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.

Line classification / line designation – Lines are classified into various categories according to a number of technical factors.

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 5‰, or 5 per 1000).

Line speed – The maximum general speed permitted for a railway line, for example 100 km/h. This may be subject to localised speed restrictions.

Linked Service Facilities - means service facilities which are adjacent to one another and require passage through one to reach the other;

Loading gauge – Maximum physical dimensions (height and width) to which an open rail wagon can be loaded.

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 2016/797/EU): '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.'

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.

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).

Marshalling yards have the following four features:

- lead track
- automated switching

- hump with entry and/or exit group
- direction tracks.

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 Access Package - means the services supplied by CFR to allow at least the transit of one train on the network, without shunting or (re)fuelling services;

Multiple Corridor path – A capacity request can cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such.

National safety authority – 'The national body entrusted with the tasks regarding railway safety in accordance with Directive 2016/798/EU or any body entrusted by several Member States with those tasks in order to ensure a unified safety regime.

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.

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'.

Network and Corridor Information Portal – The NCI is a common web portal where NSs and CIDs are made available in a digitalised way.

Non-usage – When a Railway Undertaking or other Applicant does not use a path that has been allocated to it.

Operating days / days of operation – The calendar days on which a train service is expected to operate.

Operating language – The language or languages used in daily operation an infrastructure manager and published in its Network Statement, for the communication of operational or safety related messages between the staff of the infrastructure manager and the railway undertaking.

Operator of service facility – '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'].

Operator of Service Facility – means any public or private entity responsible for managing and granting access to a service facility or supplying one or more services to railway undertakings referred to in items 2 to 4 of Annex II, in accordance with the provisions of Article 3(19) of Law No. 202/2016;

Overlapping section - The layout of the corridor lines leads to situations where some corridor lines overlap with others.

Path alteration – The process by which Infrastructure Managers and Allocation Bodies can alternate, adjust, replace or withdraw already allocated path. The difference between path adjustment and path replacement is in the fact whether the first running day has already passed. The path cannot be replaced (only adjusted) if the train already ran at least once.

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.

Path modification - The process by which applicants may request a modification of allocated paths from infrastructure managers and allocation bodies.

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.

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.

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 in case of conflicting requests. On a railway line, priority is the right for one type of traffic to proceed before another type of traffic.

Rail 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.'

RailNetEurope – 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.

Rail Service Book – means the leaflet with the timetable for freight or passenger trains grouped per train categories/types and per the activity range of a CFR regional branch;

Rail-Related Service – means a basic, additional or ancillary service listed in items 2, 3 and 4 of Annex II to Directive 2012/34/EU;

Railway Undertaking Advisory Group - The management board shall set up an 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) Node - is a station with more than two travelling ways or the connections (railway branches) of the running line;

Register of Infrastructure - DIRECTIVE 2016/797/EU, Art. 49: Each Member State shall ensure that a register of infrastructure, stating the values of the network parameters of each subsystem or part subsystem concerned, as set out in the relevant TSI, is published.' Commission Implementing Regulation 2019/777: provides a list of definitions for the 'Items of the Register of Infrastructure' such as: track, operational point, tunnel, platform, siding, etc

Relief Facilities – ensure the timely and efficient performance by CFR of the necessary interventions to eliminate the consequences of the railway events, and to restore the traffic/continuity of the railway traffic in case of railway accidents/incidents, with the help of specific relief means;

Remaining capacity / unplanned capacity – Capacity on a line that is still available after pre-planned capacity for annual timetable, rolling planning as well as TCRs have been assigned.

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 2016/798/EU: 'The purpose of the safety certificate is to provide evidence that the railway undertaking has established its safety management system and is able to operate safely in the intended area of operation.' 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 Certificate – means the document certifying the fact that a railway undertaking holding a licence may supply a type of railway transport service on the Romanian railway traffic sections;

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.

Secondary line - A secondary line (or branch line) is a line of less importance than a main line (or trunk line).

Self-Supply of Services - means a situation where a railway undertaking performs itself a rail-related service on the premises of a service facility operator, provided that access to and the use of the facility by that railway undertaking for self-supply of services is legally and technically feasible, does not endanger the safety of the operations and the operator of the service facility concerned offers such possibility;

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.

Shunting Convoy – means a group of interlinked railway vehicles that are operated by pulling or pushing between the groups of lines of the same station with or without passing by the precincts of the station, as well as between the station and a line of an economic operator;

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.

Single track – A single-track railway is one where traffic in both directions shares the same track.

Station / railway station+E209 – 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 – means a sectioning point with lines for train traffic, shunting operations and other railway transport operations. For the purpose of this NS, station also means movement halt. The station may be open for freight and/or passenger traffic;

Timetable – means the train timetable, including the running times between various points (mainly stations and movement halts), and the train characteristics;

Telematics Applications for Freight Services - The technical specification for interoperability relating to the telematics applications for the freight subsystem of the rail system in the European Union.

Telematics Applications for Passenger Services - The technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system.

TCR Corridor Coordinator – Entity in charge of the overall coordination of TCRs along the whole RFC as well as of checking their impact on capacity availability

Technical Specification for Interoperability – The Technical Specifications for Interoperability (TSIs) define the technical and operational standards which must be met by each subsystem or part of subsystem in order to meet the essential requirements and ensure the interoperability of the railway system of the European Union.

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.'

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.

Train dispatcher – Individual responsible for controlling train traffic. The dispatcher is also responsible for cost effective movement of trains and other on-track railroad equipment to optimize physical (trains) and human resource (crews) assets.

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.

Train path catalogue - A catalogue of available train paths, as identified by an Infrastructure Manager's capacity analysis.

Train Performance Management – It is the complete and regular process for monitoring, analysing and improving performance of international trains. The train performance management process is composed of 5 main phases (Definition phase, Data collection, Performance analysis, Action planning and Action Implementation).

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.

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).

Transposition Station - supplies the transposition of wagons (change of axles/bogies) for normal gauge in wagons for broad gauge, and vice versa.

Transshipment Station - supplies the transshipment (moving) of the goods from wagons for normal gauge to wagons for broad gauge, and vice versa;

TTR for Smart Capacity Management – A project launched in order to improve the European capacity management process.

Unit load - 'A number of individual packages bonded, palletised or strapped together to form a single unit for more efficient handling by mechanical equipment.'

Working Timetable - means the graphical representation in space and time of the movement of the trains on a given route, usually for a period of time of 24 hours.