

# Network Statement Glossary

» Definitions of terms related to railway network statements



## Network Statement Glossary Facts:

- » Contains more than 580 definitions of terms commonly found in English versions of network statements
- » Legal and technical jargon kept to a minimum
- » Official definitions used wherever available (coming from EU, UIC, OTIF, etc.)
- » References to relevant European Union legislation where applicable

# Network Statements for the Railways of Europe

The 'open access' policy implemented by the European Commission envisages competition among Applicants. This requires easy and fair access to comprehensive, up-to-date and open information about rail networks. Directive 2001/14/EC therefore introduced the obligation to publish a network statement and defined the basic requirements for the document. This obligation is also emphasised under Directive 2012/34/EU.

## What is a network statement?

Network statements are key to market access. They are a direct line from Infrastructure Managers / Allocation Bodies (IMs / ABs) to customers and a starting point for the provision of competitive rail services in the single European railway area. Essentially, they are commercial documents.

## What type of information will you find in a network statement?

Network statements contain all the information that Applicants need to know in order to place requests for infrastructure capacity:

- » general description of the rail infrastructure
- » legal access conditions: principles, criteria and procedures for the allocation of train paths
- » commercial access conditions (e.g. charging principles, charges for different services)

## How easy is it to find the information you need?

In order to increase the customer-friendliness of network statements, as well as their consistency across Europe, RNE has harmonised the way they are structured: a Common Structure is in place, dividing the Network Statement into 6 main chapters, with updates/reviews every year. In addition, RNE published an Implementation Guide within the Common Structure.

### Network Statements Common Structure & Implementation Guide

Number of chapter / sub-chapter	Heading	Implementation guide	Remarks (version control)
	<b>Main Sections</b> The following headings have been agreed for the main sections of the Network Statement.	<b>Content</b> Each IM is responsible for providing information regarding its network. Information regarding neighbouring networks (including cross-border information) is optional. The NS should include all the points mentioned in Annex IV of Directive 2012/34/EU, clearly stating whether the information is not provided because not applicable (e.g. information on specific services not presented since such services are non-provided by the IM; information on discounts and mark-ups on charges not presented since they actually do not exist).  The network statement shall be published in at least two official languages of the Union.	Updated in 2015
	VERSION CONTROL	All previous versions of this annual document should be identified, together with a short description of the changes.	
	<b>TABLE OF CONTENTS</b>		
<b>1</b>	<b>GENERAL INFORMATION</b>		
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# A Glossary Dedicated to Network Statements

Under EU Directive 2012/34/EU (Art. 27) 'The network statement shall be published no less than four months in advance of the deadline for requests for infrastructure capacity'. Network statements shall be published in at least two official languages of the European Union. In May 2010, the RNE General Assembly made it mandatory to translate the main document in network statements into English.

## Why harmonise the terminology used in the English-language versions of network statements?

The use and interpretation of specialised terms often diverge from network to network across Europe. Hence there was a need to define terms that are commonly employed in the English-language versions of network statements and RNE created a new tool, a Glossary of terms related to network statements, first published in December 2009.

A harmonised, common terminology will facilitate communication between IMs / ABs, as well as between them and their international customers. In addition, it will increase the comparability of the network statements' contents and simplify the use of these documents within the One-Stop-Shop network.

## Who should use this Glossary?

- » International customers of Infrastructure Managers
- » Infrastructure Managers / Allocation Bodies
- » Translators of network statements

## Why should you use RNE's Network Statement Glossary?

The Glossary should be used to avoid misinterpretations and it provides practical guidance for drafting or translating documents related to network statements. The definitions are written in a clear language using as little technical or legal jargon as possible. Wherever definitions by official bodies are available, these have been included (from EU legislation, UN, ECE, UIC, ERA, OTIF, etc.).

## How easy is it to find the terms you need?

All terms are listed alphabetically. If you cannot find a term, you can use the standard 'Search' function to find it inside a listed expression/ definition.

## Network Statements Glossary

Term / expression	Definition
abnormal / degraded / out of course situation	<i>NOS definition:</i> 'unusual/unplanned events involving hazards additional to the working environment.'
access agreement / contract, track access agreement / contract, network access agreement / contract	An agreement (or contract) setting out the terms and conditions for access to the track of an Infrastructure Manager's network. Under such an agreement, companies/operators obtain access to railway track and stations, and certain types of operators obtain access to railway track, stations and certain types of depots. This constitutes the legal basis for the use of any train path granted to a Railway Undertaking. <i>In the UK, an access contract can also mean a framework agreement.</i>
access charge	The charge paid by railway operators for access to rail facilities.
access conditions	Conditions applying to the access to a network, granted by an Infrastructure Manager.
access package	The totality of services provided to a Railway Undertaking when it is granted access to a network by an Infrastructure Manager.
access rights	The rights of access to railway infrastructure for the purpose of operating a service for the transport of goods and/or passengers.
access to telecommunications network	Use of the Infrastructure Managers' telecommunications network, in conjunction with the operation of trains.
accident	<i>OTIF definition:</i> 'unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions, derailments, level-crossing accidents, accidents to persons caused by rolling stock in motion, fires and others'. <i>NOS definition:</i> 'An unplanned, uncontrolled event, which has led to injury to persons or damage to vehicles and equipment or some other loss.' By definition suicides and terrorist acts are excluded as they are a deliberate act.
accounting code	Numbers, letters, or alphanumerics code assigned to customers, suppliers, and lenders for ease of reference in an organisation's accounting records.
acknowledgement	Recognition by an entity that it has received information that it needs to take account of. This acknowledgement may take the form, for example, of an automatically-generated e-mail, or of a letter.
ad hoc capacity allocation	Allocation of capacity by an Infrastructure Manager or Allocation Body outside the time scale it normally uses.
ad hoc request	An Applicant's request for an individual train path (available as spare capacity) outside the time scale that the Allocation Body or the Infrastructure Manager normally uses.
additional service	As referred to in <b>DIRECTIVE 2012/34/EU</b> Annex II, point 3. May comprise traction current, charges for which shall be shown on the invoices separately from charges for using the electrical supply equipment, without prejudice to the application of Directive 2009/72/EC; pre-heating of passenger trains; and tailor-made contracts (for the control of transport of dangerous goods and assistance in running abnormal trains). <b>DIRECTIVE 2008/57:</b> 'Before being used on a network, a vehicle shall be authorised to be placed in service by the national safety authority which is competent for this network or by the competent authority' (Art. 21.1). 'Member States shall ensure that binding technical rules are published and made available to all infrastructure managers, railway undertakings and applicants for authorisations for placing in service in clear language that can be understood by the parties concerned.' (Art. 17) <i>OTIF definition:</i> 'the right granted by which the competent authority authorises each railway vehicle or other railway material to operate in international traffic'. Concrete example: in Spain, the process for getting the authorisation to circulate on the Adif network is as follows: - The Infrastructure Ministry gives an authorisation for the placing in service of the railway vehicle. - After obtaining this authorisation, a Safety authorisation has to be obtained from the Safety Executive of Adif.
admission to operation / authorisation for placing in service	
advance timetable (train planning)	An early timetable that sets out the anticipated movements of railway vehicles.
Advisory Groups (AGs)	<b>EC Regulation 913/2010:</b> '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.'
advisory phase	The period following the RNE corridor meeting during which path feasibility requests are submitted and responded to, and path orders submitted.
advisory speed	The speed at which the train is supposed to drive to match the timetable.
Allocation Body	An Allocation Body is an independent organisation responsible for train path allocation to Railway Undertakings and other Applicants; this includes the designation of individual paths and the assessment of their availability. In most cases, the AB is the same organisation as the Infrastructure Manager. But if the rail operator is not independent from the Infrastructure Manager, then path allocation must be carried out, according to the relevant guidelines of the first EU Railway Package, by an independent Allocation Body.
allocation process	The process by which capacity is granted to an Applicant by the Infrastructure Manager or relevant capacity Allocation Body; this capacity is available for the duration of the working timetable period only.
alternative route	A different route that may be taken to reach the same destination. <b>DIRECTIVE 2012/34/EU (recast):</b> 'another route between the same origin and destination where there is substitutability between the two routes for the operation of the freight or passenger service concerned by the railway undertaking.'
ancillary service	May comprise: access to the telecommunication networks; provision of supplementary information; technical inspection of rolling stock; ticketing services in passenger stations; heavy maintenance services supplied in maintenance facilities dedicated to high-speed trains or to other types of rolling stock requiring specific facilities (as referred to in 2012/34/EU, Annex II, point 4).

### How will the Glossary keep up with changes in the European rail environment?

The RNE Network Statement Glossary is a dynamic document. As the railway sector is undergoing rapid changes in Europe, the Glossary is expanded as the need arises, and is only available in digital form. Every year, the Glossary is updated in the fourth quarter.

### Where can you find the Glossary and the RNE Common Structure?

Both documents may be downloaded from RNE's website: <http://www.rne.eu/network-statement>

#### Legal Disclaimer

The Glossary is a linguistic tool, not a legal document. The definitions it contains are solely intended as advice to rail customers, translators of network statements and other interested parties. Please note the Legal Disclaimer at the beginning of the Glossary, which stresses that the available material is for information purposes only and that RNE does not accept any liabilities. By using the Glossary, you agree to the terms of the Legal Disclaimer.

Any questions or comments?

Comments from readers and requests for further definitions are very welcome.

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