

Definitions

Term	Definition
Additional service	May comprise: traction current, for which charges shall be shown on the invoices separately from charges for the use of 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 exceptional transports).
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 Directive 2012/34/EU, Annex II, point 4).
Applicant (article 3, 11° of the Rail Code)	A railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as the competent authorities under Regulation (EC) 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.
Area <i>Infrabel - Asset Management</i>	Each <i>Infrabel - Asset Management</i> area is directed by an Area Manager, under the authority of the Director <i>Asset Management</i> . The areas have a specific works and coordination vocation.
Area <i>Infrabel – Traffic Operations</i>	The five areas (North-West, North-East, Centre, South-West, South-East) of the <i>Traffic Operations</i> service are responsible for the organization of traffic and general monitoring. Each area is managed by an Area Manager.
Auxiliary company of a railway undertaking or the infrastructure manager (article 3, 78° of the Rail Code)	A subcontractor responsible for carrying out a contract awarded to it by a railway undertaking or an infrastructure manager under its safety management system and considered to have an impact on the safety of the Belgian railway network.
Branch lines	Lines travelled at speeds not in excess of 40 km/h. These are broken down into: a) simplified operation lines, travelled by: <ul style="list-style-type: none"> – freight trains – special passenger trains for which prior authorisation has been obtained from the railway infrastructure manager; b) industrial lines, travelled exclusively by freight trains serving connections.

Term	Definition
Capacity allocation	The process by which capacity is allocated to a railway undertaking or to any other applicant by the relevant capacity allocation body; this capacity will later be used as actual train paths.
Capacity enhancement plan (Article 3, 50° of the Rail Code)	A measure or set of measures with a timetable for their implementation proposed to reduce the capacity constraints that result in a section of infrastructure being declared to be 'congested railway infrastructure'.
Capacity study	A study conducted by the infrastructure manager, with the purpose of determining the possibility of a new operational concept or an important modification of the timetable that is requested by the applicant.
Charge	Price demanded for services or goods. Railway infrastructure charges are the amount of money that railway undertakings or any other applicant pay to infrastructure managers for running services on their tracks and using the installations of the infrastructure managers.
Commercial passenger transport services (HKV NON-PSO);	Services for the national or international commercial transport of passengers. Such transport is not designed for high speed and is not provided under a public service contract concluded between a railway undertaking and a competent authority.
Congested infrastructure (Article 3, 33° of the Rail Code)	That part of the railway infrastructure for which the infrastructure capacity request cannot be fully satisfied during certain periods, even after the different capacity requests have been coordinated.
Corridor Information Document	A document drawn up, regularly updated and published by the Corridor Management Board. This document comprises: <ul style="list-style-type: none"> – 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
Corridor One-Stop Shop	The management board of a freight corridor designates or creates 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
De-icing train	Special technical train or route (locomotive only) for de-icing the catenary every night before the arrival of the first trains.

Term	Definition
Department of Rail Safety and Interoperability	<p>The Department of Rail Safety and Interoperability (SSICF) acts as the national safety body for Belgium. The SSICF was established following the transposition of the second railway package of the European Union into Belgian law, designed to increase the safety and interoperability of the European rail system.</p> <p>The national safety body is independent from the railway undertaking or the rail infrastructure manager in terms of its organization, legal structure and decision-making. It has to define the regulatory framework and supervise the rail infrastructure manager and railway undertakings.</p>
Exceptional transport	<p>An exceptional transport is a transport in which:</p> <ul style="list-style-type: none"> – the equipment is not in conformity with the approval requirements and/or; – the load or equipment exceeds the Belgian loading gauge (in height and/or width) and/or; – the load exceeds the permissible maximum load and/or maximum length, and/or; – the load is loaded on several wagons.
Feasibility study	<p>This study has the same objective as the capacity study, with the particularity that it is only conducted in the event of capacity requests submitted within the period for drafting the timetable, in accordance with the schedule drawn up by <i>RailNetEurope</i>.</p>
Framework agreement (Article 3, 3° of the Rail Code)	<p>A legally binding general agreement under public or private law, setting out the rights and obligations of an applicant and the infrastructure manager in relation to the infrastructure capacity to be allocated and the charges to be levied over a period longer than one working timetable.</p>
High-speed lines (HSL)	<p>Lines on which the reference speed is higher than 220 km/h.</p>
High-Speed Train (HST) (article 2 of the RD of 19 July 2019)	<p>any train designed for high speed, often running on dedicated lines, and consisting of specific self-propelled equipment.</p>
Key Account Manager	<p>The relationship manager of Infrabel and the single point of contact for the various stakeholders, such as the applicants (RU / non-RU).</p>
Licence (article 3, 35° of the Rail Code)	<p>A licence granted by a licensing authority to a company, by which it is recognised that it is capable of providing rail transport services as a railway undertaking. The licence can be limited to the provision of particular categories of transport services.</p>
Main lines	<p>Lines which are used by passenger and freight trains at speeds generally in excess of 40 km/h.</p>

Term	Definition
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.
Minister (article 3, 38° of the Rail Code)	The minister authorised for the regulation of the railway traffic.
Mixed lines	The other lines of the Belgian railway infrastructure.
Network statement (article 3, 22° of the Rail Code)	The document which gives a detailed description of the network, the general rules for travelling on it, the deadlines, the procedures and the criteria that relate to the systems for the charging and for the distributing of the rail infrastructure capacity; this document also gives all the other information required in order to apply for railway infrastructure capacity.
Notified bodies (Article 3, 46° of the Rail Code)	Bodies responsible for assessing the conformity or suitability for use of the interoperability constituents or for appraising the 'EC' verification procedure of the subsystems, as defined in Article 201 of the Rail Code.
One-Stop Shop	A One-Stop Shop is a single point of contact. The infrastructure managers who are members of RNE (such as Infrabel) have set up 'One-Stop Shops' working as national customer contact points. For international train path requests, the customer needs only to contact one of these One-Stop Shops, which will initiate the whole international train path allocation process. The OSS aims to provide competent and efficient assistance across all borders, based on transparent, confidential and non-discriminatory procedures.
Operator of service facility (article 3, 28/1° of the Rail Code)	Any public or private entity responsible for managing one or more service facilities or supplying one or more services to railway undertakings (as referred to in Annex I, points 2, 3 and 4 of the Rail Code).
Other trains (Article 2 of the RD of 19 July 2019)	Any service or work train.

Term	Definition
Passenger transport services subject to a public service obligation (HKV PSO)	The provision of national or international passenger transport services under a public service contract concluded between a railway undertaking and a competent authority. This contract is based on a general interest criterion that ensures that the service is provided under conditions that enable it to fulfil its mission. These are therefore transport tasks that the railway undertaking would not perform to the same extent or under the same conditions if it only took account of its commercial interests.
Pre-arranged Path	On Rail Freight Corridors, a pre-constructed path offered on either a whole Corridor or a Corridor section. A pre-arranged path is a path set up by the infrastructure managers in the Corridors and given to the Corridor OSSs for allocation purposes. 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 pre-arranged paths.
Predetermined lines	Lines used exclusively by one type of transport.
Rail Freight Corridor (article 2, 2(a) of Regulation (EU) No 913/2010)	All designated railway lines, including railway ferry lines, on the territory of or between Member States, and, where appropriate, European third countries, linking two or more terminals, along a principal route and, where appropriate, diversionary routes and sections connecting them, including the railway infrastructure and its equipment and relevant rail services in accordance with Article 5 of Directive 2001/14/EC.
Railway infrastructure (article 3, 32° of the Rail Code)	The set of elements referred to in Annex 23 to the Rail Code.
Railway infrastructure capacity (article 3, 12° of the Rail Code)	The potential to schedule train paths requested for a section of the railway infrastructure for a certain period.
Railway infrastructure manager (article 3, 29° of the Rail Code)	The limited liability company under public law called Infrabel. A body or undertaking responsible for operating, maintaining and renewing railway infrastructure on a network and for participating in its development in accordance with the rules laid down in the Rail Code and, where applicable, by the Law of 21 March 1991 on the reform of certain economic public companies within the framework of the general policy on the development and financing of railway infrastructure.
Railway undertaking (article 3, 27° of the Rail Code)	Any public or private undertaking holding a license in accordance with the applicable European regulations and whose main activity involves providing rail transport services for freight and/or passengers, where the undertaking has to provide the traction; this also includes undertakings, which solely provide traction.

Term	Definition
Rapid freight train (article 2 of the RD of 19 July 2019)	Any freight train capable of running at a speed equal to or greater than 100 km/h.
Rapid passenger train (article 2 of the RD of 19 July 2019)	Any train capable of running at the speed authorised by the signalling system and with a limited number of stops on the line.
Register of infrastructure (RINF) (article 35 of Directive 2008/57/EC)	Each Member State shall ensure that a register of infrastructure is published and updated [...]. This register shall indicate the main features of each subsystem or part subsystem involved (e.g. the basic parameters) and their correlation with the features laid down under the applicable TSIs. To that end, each TSI shall indicate precisely what information must be included in the register of infrastructure.
Regulatory body (article 3, 43° of the Rail Code)	The public authorities responsible for the economic regulation of railway transport.
Related railway undertaking	Any association, company or legal entity authorised to submit a request for train paths and/or local capacity to allow the movement of railway vehicles on the network for approval-certification or tourist travel purposes.
Reserve capacity	In accordance with article 14 (5) of the Regulation 913/2010, 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. They keep this reserve available within their final working timetables to allow for a quick and appropriate response to ad hoc requests for capacity.
Safety certificate (article 3, 16° of the Rail Code)	The document issued by the safety authority declaring that a railway undertaking has set in place its safety management system and meets the requirements set out in the technical specifications for interoperability, in other relevant provisions under European law and in the safety rules for managing risks and providing a safe service on the network.
Service facility (article 3, 33/1° of the Rail Code)	The installation, including ground area, building and equipment, which has been specially arranged, as a whole or in part, to allow the supply of one or more services referred to in points 2, 3 and 4 of Annex I to the Rail Code.

Term	Definition
Services for commercially operated high-speed passenger transport (HST)	Services for the national or international commercial transport of passengers, developed for high-speed trains (trains with modern technology whose speed is significantly higher than that of conventional trains), which often run in their own beds and are provided by specific vehicles.
Services for freight transport (HKM)	Services for the national or international transport of freight.
Shunting	Operation of moving a rail vehicle or set of rail vehicles inside a railway station or other railway installations (depot, workshop, marshalling yard, etc.).
Slow freight train (article 2 of the RD of 19 July 2019)	Any train other than a fast freight train.
Slow passenger train (article 2 of the RD of 19 July 2019)	Any train other than a rapid passenger train.
Specialist freight lines	Lines designated by the infrastructure manager for specific use by passenger trains to which it gives priority in the allocation of capacities.
Specialist passenger lines	Lines designated by the infrastructure manager for specific use by freight trains to which it gives priority in the allocation of capacities.
Staff train	Passenger service train intended exclusively for the transport of staff and operated exclusively for the railway undertaking.
Technical Specification for Interoperability (article 3, 67° of the Rail Code)	The specifications by which each subsystem or part subsystem is covered in order to meet the essential requirements and ensure the interoperability of the rail system.

Term	Definition
<p>Technical train</p>	<p>There are three types of technical train:</p> <ul style="list-style-type: none"> – Emergency trains. These extremely urgent trains are used to restore the normal situation in the event of an accident (re-railing train, catenary power cars, etc.). This concerns both Infrabel’s stock and that of the infrastructure users. – Work trains. Work trains are special trains used to work on the network’s facilities. This only concerns Infrabel trains. The status of work train applies only to trains performing work on a track in service (under the traffic system for local movements) or on a track out of service. – Other technical trains. These are trains other than emergency or work trains, which are deployed at the request of Infrabel or an infrastructure user with a view to carrying out the necessary operations: <ul style="list-style-type: none"> • the proper functioning of the railway network (track maintenance and renewal, overhead line maintenance, weed killing, etc.); • measurements, test runs, infrastructure tests.
<p>Timetable (Article 3, 30° of the Rail Code)</p>	<p>The data defining all scheduled train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force.</p>
<p>Tourism organisations (Article 1, 5° of the Royal Decree of 8 May 2014)</p>	<p>The railway company or the operator of the museum railway line that organises non-profit tourist traffic on the national railway network, as provided for in the Royal Decree of 8 May 2014 <i>laying down the requirements for the circulation of vehicles intended exclusively for use in the context of heritage, history or tourism.</i></p>
<p>Track Access Agreement</p>	<p>An agreement concluded between the infrastructure manager and the railway undertaking providing rail transport services prior to each use of the railway infrastructure by this railway undertaking. The user agreement sets out the respective rights and obligations of each party. The provisions of this agreement are non-discriminatory, transparent and in accordance with the laws and regulations in force. In particular, the user agreement lays down the detailed rules for the implementation of the safety regulations.</p>
<p>Train path (article 3, 64° of the Rail Code)</p>	<p>The infrastructure capacity needed to run a given train between two places over a given time period.</p>

Term	Definition
Train Service Booklet (LST – Livret du Service des Trains)	The Train Service Booklet (LST) is a reference document containing important technical information necessary for the correct functioning of the operating services of the infrastructure manager and infrastructure users. The LST contains information about the technical specifications of the infrastructure, vehicles permitted on the infrastructure and useful information for determining train paths and service timetables, such as opening times of facilities, lengths of platforms and contact details for the various operating services.

A larger glossary is available on the RNE website: www.rne.eu/organisation/network-statements

Explanation of abbreviations

AM	<i>Arrêté Ministériel</i> (Ministerial Order)
AR	<i>Arrêté Royal</i> (Royal Decree)
CT	<i>Court Terme</i> (Short Term)
CID	Corridor Information Document
C-OSS	Corridor One-Stop Shop
CTL	<i>Coupure Totale de Lignes</i> (Total Line Cuts)
DCI	Delegated Control Installation
DRR/NS	<i>Document de Référence du Réseau</i> (Network Statement)
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
FIFS	First In First Served
FTE	Forum Train Europe
GSM-R	GSM for Railways
IM	Infrastructure Manager
LAGV	<i>Lignes Aménagées pour la Grande Vitesse</i> (lines equipped for high-speed trains) Reference speed > 160 km/h and < or = 220 km/h
LGV / HSL	<i>Lignes à Grande Vitesse</i> / High-Speed Lines

LST	<i>Livret du Service des Trains</i> (Train Service Booklet)
LT	Long Term
PSS	<i>Plan Schématique de Signalisation</i> (Schematic Signalling Plan)
RCT	<i>Réservation Court Terme</i> (Short Term Reservation)
RD	Royal Decree
RFC	Rail Freight Corridor
RID	<i>Règlement concernant le transport International ferroviaire de marchandises Dangereuses</i> (Regulation on the International Carriage of Dangerous Goods by Rail)
RLT	<i>Réservation Long Terme</i> (Long Term Reservation)
RMNR	<i>Redevance Manœuvre Non-Réservable</i> (Non-Reservable Shunting Charge)
RMR	<i>Redevance Manœuvre Réservable</i> (Reservable Shunting Charge)
RNE	RailNetEurope
RRU	Related Railway Undertaking
RSEIF	<i>Règles de Sécurité en matière d'Exploitation de l'Infrastructure Ferroviaire</i> (Safety Rules for the Operation of the Rail Infrastructure)
RT	Real-Time
RTR	<i>Réservation Temps Réel</i> (Real-Time Reservation)
RU	Railway Undertaking
SSICF	<i>Service de Sécurité et d'Interopérabilité des Chemins de Fer</i> (Railway Safety and Interoperability Service)
STI/TSI	<i>Spécifications Techniques d'Interopérabilité</i> (Technical Specifications on Interoperability)
TBL	<i>Transmission Balise Locomotive</i> (Balise Locomotive Transmission)
TGV/HST	<i>Train Grande Vitesse</i> (High-Speed Train)
UIC	<i>Union Internationale des Chemins de fer</i> (International Union of Railways)