

NETWORK STATEMENT

Annex A.1 Glossary

1. Definitions

Applicant (article 3, 11° of the Rail Code)	<p>Any railway undertaking or international partnership of railway undertakings or other individuals or legal entities, such as the authorized state bodies defined in European Directive No. 1370/2007/EC and shippers, hauliers and users of combined transport, which for public service reasons or commercial reasons have an interest in acquiring infrastructure capacity.</p>
Area Asset Management -Infrabel	<p>Each Infrabel-Asset Management area is directed by an area Manager, under the authority of the Director Asset Management. The areas have a specific works and coordination vocation.</p>
Area Traffic Management & Services - Infrabel	<p>The five areas (North-West, North-East, Centre, South-West, South-East) of the Traffic Management & Services directorate are responsible for the organization of traffic and general monitoring. Each area is managed by an Area Manager.</p>
Auxiliary company of a railway undertaking or of the infrastructure manager	<p>All natural or legal persons, associations or companies which use the rail infrastructure and which the railway undertaking or infrastructure serves, under its control and responsibility. The railway undertaking of the infrastructure manager must ensure that its auxiliary complies with the rules and obligations.</p>
Branch lines	<p>Lines travelled at speeds not in excess of 40 km/h. These are broken down into: a) simplified operation lines, travelled by: - 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.</p>
<u>Capacity study</u>	<p><u>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,</u></p>
Corridor Information Document	<p>The freight corridor management committee establishes, regularly updates and publishes a document containing:</p> <ul style="list-style-type: none"> – all information featured in the national network statements which concern the freight corridor, established in accordance with the procedure described in Directive 2001/12/EC, article 3; – the list and characteristics of terminals, particularly information on the conditions and means of access to the terminals; – information regarding capacity request procedures, procedures for capacity allocation for freight trains, traffic management coordination procedures and procedures for traffic management in the event of disruptions; – the implementation plan (characteristics of the Rail Freight Corridor, investment plan, etc.)

Corridor One-Stop-Shop	The management committee of a freight corridor designates or creates a common entity which provides candidates with the possibility of presenting requests and obtaining a response, in one place and through one operation, regarding infrastructure capacities for a freight train crossing at least one border along the freight corridor.
Dedicated lines	Lines which are exclusively used by a specific type of transport.
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>
Directory of track possessions (total line cuts - TLC) on the main network	<p>Track possessions are total or partial interruptions to rail movements on one or more sections during a given period, either during the day, or at night, on weekdays or at weekends. They are organised in the seasonal timetables and implemented systematically throughout the period concerned.</p> <p>Accordingly, track possessions TLC are intervals free of any rail movement on all the tracks of a given section, intended to allow the performance of routine infrastructure maintenance works.</p> <p>These track possessions must achieve an acceptable compromise between the maintenance needs of the lines and commercial imperatives.</p>
<u>Feasibility study</u>	<u>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 RailNetEurope.</u>
Framework agreement	An agreement defining the rights and obligations of an applicant and of the infrastructure manager and relating to the railway infrastructure capacities to be allocated and the rates to be applied over a duration exceeding a single period of validity of the timetable.
Infrabel One-Stop-Shop	RNE has established a One-Stop-Shop (OSS) point of contact in each member country. Each client can choose its OSS point of contact for all requirements regarding international rail services, except for the pre-arranged paths and the reserve capacity on the international freight corridors.
<u>Key Account</u>	<u>The relationship manager of Infrabel and the single point of contact for the various stakeholders, such as the applicants (RU / non-RU).</u>
Licence (article 3, 35° of the Rail Code)	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.
Main lines	Lines which are used by passenger and freight trains at speeds generally in excess of 40 km/h.
Minister	The minister authorised for the regulation of the railway traffic.
Network statement	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 rail infrastructure capacity.
<u>Pre-arranged Path</u>	<u>On Rail Freight Corridors, a pre-constructed path offered either on 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.</u>
Rail Freight Corridor	All designated railway lines, particularly cross-border railway lines, on Member State territory or between Member States and, if necessary, in other European countries, linking two or more terminals across a main route of the corridor, and if necessary, diversionary routes and the sections linking them, including railway infrastructures and their facilities and the corresponding rail services referred to in Directive 2001/14/EC, article 5.
(Railway) infrastructure capacity	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. Anybody or company that is in particular charged with laying, managing and maintaining the railway infrastructure, including the traffic management, examination and signalling.
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.
Regulatory body	The rail transport economic regulatory authority.
Related railway undertaking	Any association, company or legal entity authorised to file an application for train paths to allow the movement of rail vehicles on the network for approval-certification or tourist travel purposes.
<u>Reserve capacity</u>	<u>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.</u>
Safety certificate	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.
Specialist freight lines	Lines which the infrastructure manager designates for specific use by freight trains and on which these are given priority when capacity is being allocated.
Specialist passenger lines	Lines which the infrastructure manager designates for specific use by passenger trains and on which these are given priority when capacity is being allocated.
Timetable	The data defining all scheduled train and rolling-stock movements which take place on the relevant infrastructure during the period for which it is in force.
Train path	The infrastructure capacity needed to run a given train between two places over

	a given time period.
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 rail infrastructure manager and infrastructure users. The LST contains information about the technical specifications for 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.

2. Explanation of abbreviations

AM	Arrêté Ministériel (Ministerial Order)
AR	Arrêté Royal (Royal Decree)
CT	Court Terme (Short Term)
CID	Corridor Information Document
C-OSS	Corridor One-Stop-Shop
CTL	Coupure Totale de Lignes (Total Line Cuts)
DCI	Delegated Control Installation
DRR/NS	Document de Référence du Réseau (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	Lignes Aménagées pour la Grande Vitesse (lines equipped for high-speed trains) Reference speed > 160 km/h and < or = 220 km/h
LGV / HSL	Lignes à Grande Vitesse / High-Speed Lines
LST	Livret du Service des Trains (Train Service Booklet)
LT	Long Term
PSS	Plan Schématique de Signalisation (Schematic Signalling Plan)
RCT	Réservation Court Terme (Short Term Reservation)
RFC	Rail Freight Corridor
RID	Règlement concernant le transport International ferroviaire de marchandises Dangereuses (Regulation on the International Carriage of Dangerous Goods by Rail)
RLT	Réservation Long Terme (Long Term Reservation)
RMNR	Redevance Manœuvre Non-Réservable (Non-Reservable Shunting Charge)
RMR	Redevance Manœuvre Réservable (Reservable Shunting Charge)
RNE	Rail Net Europe
RRU	Related Railway Undertaking

RSEIF	R ègles de S écurité en matière d' E xploitation de l' I nfrastructure F erroviaire (Safety Rules for the Operation of the Rail Infrastructure)
RT	R eal T ime
RTR	R éservation T emps R éel (Real Time Reservation)
RU	R ailway U ndertaking
SSICF	S ervice de S écurité et d' I nteropérabilité des C hemins de F er (Railway Safety and Interoperability Service)
STI/TSI	S pécifications T echniques d' I nteropérabilité (Technical Specifications on Interoperability)
TBL	T ransmission B alise L ocomotive (Balise Locomotive Transmission)
TGV/HST	T rain G rande V itesse (High-Speed Train)
UIC	U nion I nternationale des C hemins de fer (International Union of Railways)