



ERJU SYSTEM PILLAR

Definitions - Publish



Definitions (System Pillar Glossary)

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ID	Title	Description
 SPLI-211	acceptable means of compliance	non-binding opinions issued by the Agency to define ways of establishing compliance with the essential requirements

 SPLI-212	acceptable national means of compliance	non-binding opinions issued by Member States to define ways of establishing compliance with national rules
 SPLI-414	Access party	Means either - a licensed railway undertaking or, to the extent authorised by each Member State, another party seeking to procure a train path in the working timetable for the operation of railway service on its territory with commercial or public-service intent. Examples of such authorised parties may be public authorities, or any other party having an access contract or - an international group of such parties, which is also known as an applicant group or access party group
 SPLI-760	Access Point Name	Access Point Name
 SPLI-1429	Accessibility data	Accessibility data consists of the information related to the accessibility of passenger railway stations that needs to be collected, maintained and exchanged, that is to say, of a description of the characteristics and equipment of the passenger railway stations. Where relevant that description is complemented by the information regarding the stations' state of conformity to this TSI.
 SPLI-378	Accessibility data	Accessibility data consists of the information related to the accessibility of passenger railway stations that needs to be collected, maintained and exchanged, that is to say, of a description of the characteristics and equipment of the passenger railway stations. Where relevant that description is complemented by the information regarding the stations' state of conformity to this TSI.
 SPLI-1672	Accident	As defined in Article 3 of Directive (EU) 2016/798.
 SPLI-288	Accident	As defined in Article 3 of Directive (EU) 2016/798.
 SPLI-256	accident	an 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 involving rolling stock in motion; fires and others
 SPLI-1245	accident involving the transport of dangerous goods	any accident or incident that is subject to reporting in accordance with RID / ADR section 1.8.5
 SPLI-1246	accident to persons involving rolling stock in motion	accidents to one or more persons who are either hit by a railway vehicle or by an object attached to, or that has become detached from, the vehicle, this includes persons











		who fall from railway vehicles as well as persons who fall or are hit by loose objects when travelling on board vehicles
 SPLI-213	accreditation	accreditation as defined in point (10) of Article 2 of Regulation (EC) No 765/2008
 SPLI-1673	Acknowledgement	Confirmation given by the driver to a request from the ETCS on-board that he/she has received information he/she needs to take into account.
 SPLI-750	ACKNOWLEDGEMENT	Confirmation by an entity that it has received information
 SPLI-751	ACKNOWLEDGEMENT, DRIVER	Confirmation by the driver that he/she has taken into account information received through the DMI
 SPLI-1247	active level crossing	<p>a level crossing where the crossing users are protected from or warned of the approaching train by devices activated when it is unsafe for the user to traverse the crossing.</p> <ul style="list-style-type: none"> — Protection by the use of physical devices includes: — half or full barriers, — gates. — Warning by the use of fixed equipment at level crossings: — visible devices: lights, — audible devices: bells, horns, klaxons, etc. <p>Active level crossings are classified as:</p> <p>(a) Manual: a level crossing where user-side protection or warning is manually activated by a railway employee.</p> <p>(b) Automatic with user-side warning: a level crossing where user-side warning is activated by the approaching train.</p> <p>(c) Automatic with user-side protection: a level crossing where user-side protection is activated by the approaching train. This shall include a level crossing with both user-side protection and warning.</p> <p>(d) Rail-side protected: a level crossing where a signal or other train protection system permits a train to proceed once the level crossing is fully user-side protected and is free from incursion.</p>
 SPLI-1374	Actual point (RP)	Physical end of a crossing vee. See Figure 2, which shows the relationship between the actual point (RP) and the intersection point (IP).
 SPLI-660	Actual point (RP)	Physical end of a crossing vee. See Figure 2, which shows the relationship between the actual point (RP) and the intersection point (IP).
 SPLI-761	Adaptation & redundancy management Layer Entity	Adaptation & redundancy management Layer Entity

SPT2ARC-1828 Advanced Safe Train Positioning (ASTP)











Advanced Safe Train Positioning (ASTP) is a CCS onboard interoperability constituent, separated from the ERTMS/ETCS on-board equipment by fully standardized interfaces with all connected systems. ASTP shall perform functions for safety relevant applications and be the only source of odometry information in the CCS-OB.

The main ASTP functionalities interfacing with other onboard systems, are:















- provision of Odometry information
- identification of all potential virtual Reference Location(s)
- provision of 3D kinematic information

 SPLI-155	Agency	the European Railway Agency established by Regulation (EC) No 881/2004 (2) of the European Parliament and of the Council of 29 April 2004
 SPLI-752	AIRGAP	The set of interfaces between track and train. It is composed of the Eurobalise, the Euroloop and the Euroradio interfaces.
 SPLI-753	AIRGAP LANGUAGE	The ERTMS/ETCS application data, together with its harmonised rules, which is transmitted over the balise, loop and radio transmission media.
 SPLI-1375	Alert limit	Refers to the value which, if exceeded, requires that the track geometry condition is analysed and considered in the regularly planned maintenance operations.
 SPLI-661	Alert limit	Refers to the value which, if exceeded, requires that the track geometry condition is analysed and considered in the regularly planned maintenance operations.
 SPLI-167	allocation	the allocation of railway infrastructure capacity by an infrastructure manager
 SPLI-544	Allocation Body	Body responsible for path allocation, which is independent in its legal form, organisation and decision-making from any railway undertaking (Directive 2012/34/EU of the European Parliament and of the Council (1)).
 SPLI-1674	Alternating current	Alternating current
 SPLI-289	Alternating current	Alternating current
 SPLI-1349	Alternative current	Alternative current
















 SPLI-168	alternative route	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
 SPLI-1675	Applicable speed limit (in SR)	The lowest speed limit of: — maximum speed for SR, — maximum train speed, — timetable / Route Book, — temporary speed restrictions (transmitted by other means than European Instruction 1, 2, 5, 6, 7 or 8), — European Instruction.
 SPLI-545	Applicant	means 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 of the European Parliament and of the Council (2) and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity (Directive 2012/34/EU). The applicant can take the roles and the assigned tasks and responsibilities of Lead RU (Lead railway undertaking) and/or Responsible Applicant and/or Responsible RU depending on specific network statement.
 SPLI-214	applicant	a natural or legal person requesting an authorisation, be it a railway undertaking, an infrastructure manager or any other person or legal entity, such as a manufacturer, an owner or a keeper; for the purpose of Article 15, the 'applicant' means a contracting entity or a manufacturer, or its authorised representatives; for the purpose of Article 19, the 'applicant' means a natural or legal person requesting the Agency's decision for the approval of the technical solutions envisaged for the ERTMS track-side equipment projects
 SPLI-169	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
 SPLI-754	APPLICATION LEVEL	The different ERTMS/ETCS application levels are a way to express the possible operating relationships between track and train. Level definitions are related to the trackside equipment used, to the way the trackside information reaches









		the on-board units and to which functions are processed in the trackside and in the on-board equipment respectively.
 SPLI-257	area of operation	a network or networks within one or more Member States where a railway undertaking intends to operate
 SPLI-215	area of use of a vehicle	a network or networks within a Member State or a group of Member States in which a vehicle is intended to be used
 SPLI-415	Arrival date/time, actual	Means the actual date (And time) of arrival of means of transport
 SPLI-416	Arrival date/time, estimated	Means the date (And time) of arrival of means of transport based on the current forecast
 SPLI-417	Arrival date/time, planned	Means the date (And time) of arrival of means of transport in the timetable
 SPLI-418	Arrival delay, actual	Means the time difference between the arrival date/time actual and the arrival date/time Planned
 SPLI-419	Arrival delay, expected	Means the time difference between the arrival date/time Estimated and the arrival date/time Planned
 SPLI-420	At the discretion of	Means that the railway undertaking can decide based on its experience and its needs
 SPLI-421	Atomicity, Consistency, Isolation, Durability	<p>The four primary attributes common to any transaction:</p> <ul style="list-style-type: none"> - Atomicity. In a transaction involving two or more discrete pieces of information, either all of the pieces are committed or none are - Consistency. A transaction either creates a new and valid state of data or, if any failure occurs, returns all data to the state before the transaction was started - Isolation. A transaction in process and not yet committed must remain isolated from any other transaction - Durability. Committed data are saved by the system so that, even in the event of a failure and system restart, the data are available in their correct state <p>The ACID concept is described in ISO/IEC 10026-1:1992 Section 4. Each of these attributes can be measured against a benchmark. In general, however, a transaction manager or monitor is designated to implement the ACID concept. In a distributed system, one way to achieve ACID is to use a two-phase commit (2PC), which ensures either that all involved sites must commit to completing the transaction or that none do, and the transaction is rolled back</p>
 SPLI-1248	attempted suicide	an act to deliberately injure oneself resulting in serious injury

 SPLI-422	Attributing system	Means an electronic system hosting the catalogue of transport services for which a transport service provider authorises distributors to issue travel documents
 SPLI-423	Attributor	Means a company managing an attributing system. May be a carrier
 SPLI-755	AUTHENTICATION	The process of determining whether someone or something is who or what it is declared to be.
 SPLI-756	AUTHENTICATION KEY	Cryptographic key (KMAC) used to establish a safe connection according to the EURORADIO protocol.
 SPLI-1132	Authentication Key (same as KMAC)	Authentication Key (same as KMAC)
 SPLI-1133	Authentication Response	Authentication Response
 SPLI-1676	Authorisation for ERTMS train movement	Permission for a train to move given by means of: — a trackside signal at proceed aspect, or — an MA, or — a European Instruction: — to start after preparing a movement, or — to pass EOA, or — to proceed after trip.
 SPLI-424	Authorised Public Body	Means a public authority having a statutory obligation or right to provide members of the public with travel information and also refers to the public authority which is responsible for the enforcement of Regulation (EC) No 1371/2007 pursuant to Article 30(1) of the Regulation
 SPLI-216	authorised representative	any natural or legal person established within the Union who has received a written mandate from a manufacturer or a contracting entity to act on behalf of that manufacturer or contracting entity in relation to specified tasks
 SPLI-1677	Authorising train movements	The operation of equipment in signalling centres, electric traction current supply control rooms and traffic control centres that permits train movement. This does not include those staff employed by a railway undertaking who are responsible for management of resources such as train crew or rolling stock.
 SPLI-290	Authorising train movements	The operation of equipment in signalling centres, electric traction current supply control rooms and traffic control centres that permits train movement. This does not include those staff employed by a railway undertaking who are

		responsible for management of resources such as train crew or rolling stock.
 SPLI-1678	Automated Train Operation	Automated Train Operation
 SPLI-1679	Automatic Driving mode	Automatic Driving mode
 SPLI-757	AUTOMATIC DRIVING MODE	ERTMS/ETCS on-board equipment mode where the ERTMS/ATO on-board substitutes the driver for acting on the traction/brakes of the train according to the ERTMS/ATO journey profile, with the ERTMS/ETCS on-board equipment still giving full protection against overspeed and overrun.
 SPLI-762	Automatic Train Control	Automatic Train Control
 SPLI-763	Automatic Train Operation	Automatic Train Operation
 SPLI-1680	Automatic Train Protection	Automatic Train Protection
 SPLI-758	AUTOMATIC TRAIN PROTECTION	A safety system that enforces either compliance with or observation of speed restrictions and signal aspects by trains.
 SPLI-291	Automatic Train Protection	Automatic Train Protection
 SPLI-759	AVAILABILITY	The ability of a product to be in a state to perform a required function under given conditions at a given instant in time or over a given time interval assuming that the required external resources are provided. (3) Definitions for other availability related terms are given in reference 3
 SPLI-425	Availability	Means the information (transport service, type of offer, tariff, other service) that can actually be obtained by a passenger at a given point in time, for a specific train. Not to be confused with offer, indicating that a (transport service, type of offer, tariff, other service) is offered in the initial planning, but could be sold out and is therefore not obtainable by a passenger at a given time point, for a specific train
 SPLI-1376	Axle load	Sum of the static vertical wheel forces exerted on the track through a wheelset or a pair of independent wheels divided by acceleration of gravity.
 SPLI-662	Axle load	Sum of the static vertical wheel forces exerted on the track through a wheelset or a pair of independent wheels divided by acceleration of gravity.
 SPLI-764	Axle Load speed Profile	Axle Load speed Profile
 SPLI-1134	Balanced Asynchronous Class	Balanced Asynchronous Class















 SPLI-765	BALISE	A passive transponder mounted on the track which can communicate with a train passing over it.
 SPLI-766	BALISE GROUP	One or more balises which are treated as having the same reference location on the track. The telegrams transmitted by all the balises of a group form a track-to-train message.
 SPLI-767	BALISE GROUP CO-ORDINATE SYSTEM	The means to ensure common location referencing between on-board and trackside, for all location based information exchanged through the ERTMS/ETCS transmission media.
 SPLI-768	BALISE GROUP LOCATION REFERENCE	Location of balise number 1 in a balise group. It is the origin of the balise group coordinate system
 SPLI-1681	Balise Transmission Module	Balise Transmission Module
 SPLI-769	BALISE TRANSMISSION MODULE	A module inside the ERTMS/ETCS on-board equipment for intermittent transmission between track and train, which processes Up-link signals and retrieves application data telegrams from a balise.
 SPLI-770	BALISE, FIXED	A balise that transmits data that does not change dynamically according to signalling information.
 SPLI-771	BALISE, SWITCHABLE	A balise that transmits data that can change dynamically according to signalling information.
 SPLI-772	BASELINE	A baseline is defined by a stable kernel in terms of system functionality, performance and other non-functional characteristics.
 SPLI-773	BASELINE RELEASE	A baseline release is defined by a specific version of each of the CCS TSI annex A documents that are relevant for the system
 SPT2ARC-2659	basic Advanced Safe Train Positioning (basic ASTP)	Basic Advanced Safe Train Positioning (Basic ASTP) is a new CCS-OB interoperability constituent providing Odometry functionality with to be defined performance and availability targets. Basic ASTP shall perform this function primarily for ERTMS/ETCS on-board equipment via a standardised FFFIS compliant interface, but could be used for other applications on the train.

 SPLI-426	Basic parameter	Means any regulatory, technical or operational condition which is critical to interoperability and requires a decision in accordance with the procedure laid down in Article 21(2) before any development of draft TSIs by the joint representative body
 SPLI-217	basic parameter	any regulatory, technical or operational condition which is critical to interoperability and is specified in the relevant TSIs
 SPLI-1682	Big Metal Mass	Big Metal Mass
 SPLI-778	Binary Coded Decimal	Binary Coded Decimal
 SPLI-774	BLOCK	A method of controlling the separation between trains by dividing the line into sections with, normally, no more than one train in each section. The block can either be a fixed block or a moving block.
 SPLI-546	Block train	A specific form of a direct train with only as much wagons as needed, running between two transshipment points without intermediate marshalling.
 SPLI-547	Booking	The process of making a reservation for space on a means of transport for the movement of goods.
 SPLI-427	Booking (selling)	Means the selling of a ticket with or without a reservation
 SPLI-1683	Border crossing	Location where trains cross from a railway network in one Member State to a railway network in another Member State.
 SPLI-779	Brake Interface Unit, used with regards to STM	Brake Interface Unit, used with regards to STM
 SPLI-775	BRAKING CURVE	Prediction of the train speed decrease versus distance by the ERTMS/ETCS on-board equipment, from a mathematical model of the train braking dynamics and of the track characteristics ahead.
 SPLI-776	BRAKING DISTANCE, EMERGENCY	The distance in which a train is capable of stopping with the emergency brake applied. Dependent upon train speed, train type, braking characteristics, train weight and gradient.
 SPLI-777	BRAKING DISTANCE, SERVICE	The distance in which a train is capable of stopping, with the full service brake applied. Dependent upon train speed, train type, braking characteristics, train weight and gradient.
 SPLI-1377	Braking systems independent of wheel-rail adhesion conditions	Braking systems independent of wheel-rail adhesion conditions
 SPLI-663		

	Braking systems independent of wheel-rail adhesion conditions	Braking systems independent of wheel-rail adhesion conditions
 SPLI-1442	bridging plate	retractable device integrated into the vehicle as close as possible to the door threshold level, fully automatic and activated in conjunction with the door opening/closing sequences.
 SPLI-1249	broken axle on rolling stock in service	a break affecting the axle and creating a risk of accident (derailment or collision)
 SPLI-1250	broken rail	any rail which is separated in two or more pieces, or any rail from which a piece of metal becomes detached, causing a gap of more than 50 mm in length and more than 10 mm in depth on the running surface
 SPLI-1251	broken wheel on rolling stock in service	a break affecting the wheel and creating a risk of accident (derailment or collision)
 SPLI-739	built according to existing design	<p>For the purpose of this TSI, a rolling stock can be qualified as 'built according to existing design' when one of the two following conditions is met:</p> <ul style="list-style-type: none"> — The applicant can prove that the newly built rolling stock will be produced according to a documented design that has already been used to produce a rolling stock which has been authorised to be placed into service in a Member State before the date of application of this TSI. — The manufacturer or the applicant can prove that the project was in pre-production phase, or in series production at the date of application of this TSI. In order to prove this, at least one prototype shall be in assembly phase with an existing identifiable body shell, and components already ordered from sub-suppliers shall represent 90 % of the total value of components. <p>The Applicant shall demonstrate to the NSA that the conditions spelled out under the respective bullet point in this clause (depending on the situation at hand) are met.</p>
 SPLI-780	CAB	The space in the power unit or driving unit of the train containing the operating controls and providing shelter and seats for the driver or engine crew.
 SPLI-781	CAB, ACTIVE	The active cab is the cab associated with an ERTMS/ETCS on-board equipment, from which the traction is controlled
 SPLI-1378	Cant	


		Difference in height, relative to the horizontal, of the two rails of one track at a particular location, measured at the centrelines of the heads of the rails.
 SPLI-664	Cant	Difference in height, relative to the horizontal, of the two rails of one track at a particular location, measured at the centrelines of the heads of the rails.
 SPLI-1379	Cant deficiency	Difference between the applied cant and a higher equilibrium cant.
 SPLI-665	Cant deficiency	Difference between the applied cant and a higher equilibrium cant.
 SPLI-170	capacity-enhancement plan	a measure or series of measures with a calendar for their implementation which aim to alleviate the capacity constraints which led to the declaration of an element of infrastructure as 'congested infrastructure'
 SPLI-714	Car carrier	a vehicle without traction capable of carrying passenger motor cars without their passengers and which is intended to be integrated in a passenger train
 SPLI-429	Carrier	Means the contractual railway undertaking with whom the passenger has concluded a transport contract or a series of successive railway undertakings which are liable on the basis of such a contract
 SPLI-258	carrier	an enterprise which carries out a transport operation pursuant to a contract of carriage
 SPLI-430	Carrier, Joint	Means a carrier linked by a cooperation agreement to one or more other carriers for the operation of a transport service
 SPLI-431	Carrier, Sole	Means a carrier that operates a transport service independently of other carriers
 SPLI-259	causes	actions, omissions, events or conditions, or a combination thereof, which led to an accident or incident
 SPLI-797	Ceiling Speed Monitoring	Ceiling Speed Monitoring
 SPLI-156	certificate	the harmonised complementary certificate indicating the infrastructure on which the holder is authorised to drive and the rolling stock which the holder is authorised to drive
 SPLI-548	Certification Authority	Certification Authority
 SPLI-369	Certification framework for CCS On-Board Subsystem	The certification framework is the CCS TSI applicable at the time of issuing the EC type or design examination certificate. It is the initial assessment framework amended with the

revisions of TSIs that came into force during the design phase, and applicable as per the transition regime described in Appendix B.

 SPLI-432	Channel	Means the method (such as ticket office machine, on-train media, public web services, telesales, mobile ticketing) by which a service (information, ticket sale, ticket refund, response to complaints, etc.) is provided to the passenger by a railway undertaking
 SPLI-1136	Circuit Switched	Circuit Switched
 SPLI-1137	Circuit Switched Public Data Network	Circuit Switched Public Data Network
 SPLI-782	CLEAR (A SIGNAL)	To change a signal aspect from its most restrictive aspect to a less restrictive aspect.
 SPLI-549	CN-code	8-digit Code list for products used by customers.
 SPLI-715	Coach	a vehicle without traction in a fixed or variable formation capable of carrying passengers (by extension, requirements specified to apply to coaches in this TSI are deemed to apply also to restaurant cars, sleeping cars, couchettes cars, etc.)
 SPLI-433	Coach ID	Means the unique identification number of a coach
 SPLI-1252	collision of train with obstacle within the clearance gauge	a collision between a part of a train and objects fixed or temporarily present on or near the track (except at level crossings if lost by a crossing vehicle or user), including collision with overhead contact lines
 SPLI-1253	collision of train with rail vehicle	a front to front, front to end or a side collision between a part of a train and a part of another train or rail vehicle, or with shunting rolling stock
 SPLI-551	Combined road-rail transport Combined Transport	Intermodal transport where the major part of the European journey is by rail and any initial and/or final legs carried out by road are as short as possible.
 SPLI-1684	Combined Transport	Combined Transport
 SPLI-550	Combined Transport	Combined Transport
 SPLI-1685	Combined transport train	A Combined Transport train is a freight train composed completely or partly of freight wagons loaded with intermodal loading unit(s) (e.g. swap bodies, semi-trailers, containers, roller units).
 SPLI-798	Comité Européen de Normalisation	Comité Européen de Normalisation

 SPLI-434	Commission	Means the European Commission
 SPLI-1686	Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union	Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union
 SPLI-1687	Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union	Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union
 SPLI-1688	Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility	Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility
 SPLI-1689	Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union	Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union
 SPLI-1690	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock'	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' subsystem of the rail system in the European Union


subsystem of the rail system
in the European Union
















 SPLI-1691	Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union	Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union
 SPLI-1692	Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'rolling stock — noise' amending Decision 2008/232/EC and repealing Decision 2011/229/EU	Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'rolling stock — noise' amending Decision 2008/232/EC and repealing Decision 2011/229/EU
 SPLI-1693	Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock — freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC	Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock — freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC
 SPLI-1380	Common crossing	Arrangement ensuring intersection of two opposite running edges of turnouts or diamond crossings and having one crossing vee and two wing rails.
 SPLI-666	Common crossing	Arrangement ensuring intersection of two opposite running edges of turnouts or diamond crossings and having one crossing vee and two wing rails.
 SPLI-552	Common Interface	Common Interface
 SPLI-260	common safety methods	the methods describing the assessment of safety levels and achievement of safety targets and compliance with other safety requirement
 SPLI-261	common safety targets	the minimum safety levels that are to be reached by the system as a whole, and where feasible, by different parts of

		the Union rail system (such as the conventional rail system, the high-speed rail system, long railway tunnels or lines solely used for freight transport)
 SPLI-783	COMMON-MODE FAULT	Fault common to items which are intended to be independent.
 SPLI-1138	Communication Functional Module	Communication Functional Module
 SPLI-799	Community of European Railways	Community of European Railways
 SPLI-716	Compartment	Passenger area or staff area, which cannot be used as a through route for passengers or staff respectively
 SPLI-1694	Competence	The qualification and experience necessary to safely and reliably undertake the task being performed. Experience may be gained as part of the training process.
 SPLI-292	Competence	The qualification and experience necessary to safely and reliably undertake the task being performed. Experience may be gained as part of the training process.
 SPLI-157	competent authority	the safety authority referred to in Article 16 of Directive 2004/49/EC
 SPLI-1350	Compiled energy billing data	Dataset compiled by the Data Handling System (DHS) suitable for energy billing
 SPLI-389	Compiled energy billing data	Dataset compiled by the Data Handling System (DHS) suitable for energy billing
 SPLI-784	CONDITIONAL LEVEL TRANSITION ORDER	A Conditional Level Transition Order is a spot check of the on-board operated level. This may cause a level transition if the ERTMS/ETCS on-board does not operate one of the allowed levels.
 SPLI-785	CONDITIONS, MAINTENANCE	The maintenance criteria adopted for maintaining the system referred to its Operating Conditions.
 SPLI-786	CONDITIONS, OPERATING	The rated performance required of the system.
 SPLI-787	CONDITIONS, SYSTEM	The conditions under which the system is called to operate, including: <ul style="list-style-type: none"> • environmental conditions; • operating conditions; • maintenance conditions.
 SPLI-788	CONFIGURATION	The structuring and interconnecting of the hardware and software of a system for its intended application.
 SPLI-789		

	CONFIGURATION MANAGEMENT	A discipline applying technical and administrative direction and surveillance to identify and document the functional and physical characteristics of a configuration item, control change to those characteristics, record and report change processing and implementation status and verify compliance with specified requirements. (3)
 SPLI-790	CONFLICTING MOVEMENTS	Movements that would require trains to occupy the same portion of track over all or part of their length.
 SPLI-218	conformity assessment	the process demonstrating whether specified requirements relating to a product, process, service, subsystem, person or body have been fulfilled
 SPLI-262	conformity assessment body	a body that has been notified or designated to be responsible for conformity assessment activities, including calibration, testing, certification and inspection; a conformity assessment body is classified as a 'notified body' following notification by a Member State; a conformity assessment body is classified as a 'designated body' following designation by a Member State
 SPLI-219	conformity assessment body	a body that has been notified or designated to be responsible for conformity assessment activities, including calibration, testing, certification and inspection; a conformity assessment body is classified as a 'notified body' following notification by a Member State; a conformity assessment body is classified as a 'designated body' following designation by a Member State
 SPLI-171	congested infrastructure	an element of infrastructure for which demand for infrastructure capacity cannot be fully satisfied during certain periods even after coordination of the different requests for capacity
 SPLI-1139	Connection EndPoint Identifier	Connection EndPoint Identifier
 SPLI-263	consignee	any natural or legal person who receives goods pursuant to a contract of carriage; if the transport operation takes place without a contract of carriage, any natural or legal person that takes charge of the goods on arrivals shall be deemed to be the consignee
 SPLI-553	Consignee Goods receiver	Party by whom the goods are to be received.
 SPLI-554	Consignment	Freight sent under a single contract of carriage. In combined transport, this term may be used for statistical purposes, to measure loading units or road vehicles.
 SPLI-555	Consignment note	A document, which evidence a contract for the transportation by a carrier of one consignment from a named place of

		acceptance to a named place of delivery. It contains details of the consignment to be carried.
 SPLI-556	Consignment order	A subset of the consignment note which shows the relevant information for a RU, needed to carry on the transportation during its responsibility until handover to a next RU. Instruction for the transportation of a wagon consignment.
 SPLI-264	consignor	an enterprise which consigns goods either on its own behalf or for a third party
 SPLI-557	Consignor Shipper Goods sender	Party which, by contract with a Service Integrator, consigns or sends goods with the carrier, or has them conveyed by him.
 SPLI-1351	Contact force	Vertical force applied by the pantograph to the OCL
 SPLI-390	Contact force	Vertical force applied by the pantograph to the OCL
 SPLI-791	CONTACT LENGTH	The distance between the place where a train becomes able to communicate with a device (e.g. a balise) to the place where communication becomes impossible.
 SPLI-1352	Contact line system	System that distributes the electrical energy to the trains running on the route and transmits it to the trains by means of current collectors
 SPLI-391	Contact line system	System that distributes the electrical energy to the trains running on the route and transmits it to the trains by means of current collectors
 SPLI-1353	Contact wire uplift	Vertical upward movement of the contact wire due to the force produced from the pantograph
 SPLI-392	Contact wire uplift	Vertical upward movement of the contact wire due to the force produced from the pantograph
 SPLI-792	CONTINUOUS DATA TRANSMISSION	Track-to-train or train-to-track transmission that can take place continuously, independent of location (e.g. by radio).
 SPLI-265	contracting entity	a public or private entity which orders the design and/or construction or the renewal or upgrading of a subsystem
 SPLI-220	contracting entity	a public or private entity which orders the design and/or construction or the renewal or upgrading of a subsystem
 SPLI-172	contractual agreement	an agreement or, mutatis mutandis, an arrangement within the framework of administrative measures
 SPLI-793	CONTROL CENTRE	A centralised control system that controls the train movements in a large territory.
 SPLI-1140	Control Channel	Control Channel

 SPLI-1695	Control-Command and Signalling	Control-Command and Signalling
 SPLI-293	Control-command and signalling	Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union
 SPLI-1696	Convention Concerning International Carriage by Rail (Convention relative aux Transports Internationaux Ferroviaires)	Convention Concerning International Carriage by Rail (Convention relative aux Transports Internationaux Ferroviaires)
 SPLI-294	Convention Concerning International Carriage by Rail (Convention relative aux Transports Internationaux Ferroviaires)	Convention Concerning International Carriage by Rail (Convention relative aux Transports Internationaux Ferroviaires)
 SPLI-558	Cooperation mode	Mode of train operation where various RU cooperate under the leadership of one RU (LRU). Each involved RU contracts the needed path for the transport journey on its own.
 SPLI-173	coordination	the process through which the infrastructure manager and applicants will attempt to resolve situations in which there are conflicting applications for infrastructure capacity
 SPLI-1236	Cost of damage to environment	costs that are to be met by Railway Undertakings and Infrastructure Managers, appraised on the basis of their experience, in order to restore the damaged area to its state before the railway accident
 SPLI-1237	Cost of delays as a consequence of accidents	the monetary value of delays incurred by users of rail transport (passengers and freight customers) as a consequence of accidents
 SPLI-1238	Cost of material damage to rolling stock or infrastructure	the cost of providing new rolling stock or infrastructure, with the same functionalities and technical parameters as that damaged beyond repair, and the cost of restoring repairable rolling stock or infrastructure to its state before the accident, to be estimated by Railway Undertakings and Infrastructure Managers on the basis of their experience, including also costs related to the leasing of rolling stock, as a consequence of non-availability due to damaged vehicles.
 SPLI-428	COTS-product	Means commercial off-the-shelf products
 SPLI-794	CRITICALITY	

		The point at which a failure or a number of failures renders the system unusable and/or unsafe.
 SPLI-795	CROSS-ACCEPTANCE	The status achieved by a product that has been accepted by one Authority to the relevant European Standards and is acceptable to other Authorities without the necessity for further assessment. (4)
 SPLI-174	cross-border agreement	any agreement between two or more Member States or between Member States and third countries intended to facilitate the provision of cross-border rail services
 SPLI-1381	Crosswind	Strong wind blowing laterally to a line which may adversely affect the safety of trains running.
 SPLI-667	Crosswind	Strong wind blowing laterally to a line which may adversely affect the safety of trains running.
 SPLI-1135	CS MODE	Circuit switched transmission mode uses a dedicated end-to-end transmission resource for each logical connection.
 SPLI-1665	CSM on risk assessment	this term is used to designate the Annex I of the Commission Implementing Regulation (EU) No 402/2013 of 30 April 2013 on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009 (OJ L 121, 3.5.2013, p. 8)
 SPLI-1354	Current collector	Equipment fitted to the vehicle and intended to collect current from a contact wire or conductor rail
 SPLI-393	Current collector	Equipment fitted to the vehicle and intended to collect current from a contact wire or conductor rail
 SPLI-796	CURRENT POSITION	The position of a train measured at a certain moment using defined system co-ordinates.
 SPLI-559	Customer	Is the entity which has issued the consignment note to the Lead RU.
 SPLI-435	Customer	Means a person who intends to buy, is buying, or has bought a railway product for him/herself or for other person(s). May therefore be different from passenger (see passenger)
 SPLI-800	Cyclic Redundancy Code	Cyclic Redundancy Code
 SPLI-801	DANGER (ASPECT)	An indication given by a signal to stop.
 SPLI-802	DANGER POINT	The location beyond the End of Movement Authority that can be reached by the front of the train without creating a hazardous situation.
 SPLI-1697	Dangerous goods	

		As covered by Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods (1)
 SPLI-1254	dangerous goods	'dangerous goods' means those substances and articles the carriage of which is prohibited by RID, or authorised only under the conditions prescribed therein
 SPLI-295	Dangerous goods	As covered by Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods (1)
 SPLI-1144	Data	Data
 SPLI-1145	Data Communication Equipment	Data Communication Equipment
 SPLI-1146	Data Encryption Standard	Data Encryption Standard
 SPLI-1141	DATA ENCRYPTION STANDARD	A block cipher published in 1977 by the NBS as a US government norm. DES has been renamed Data Encryption Algorithm (DEA) during its adoption as an ANSI standard ([ANSI X3.92], 1981).
 SPLI-803	DATA INTEGRITY	The property that a message has not been modified or destroyed.
 SPLI-1147	Data Terminal Equipment	Data Terminal Equipment
 SPLI-1698	De-registration	Termination of the temporary relationship between the telephone number and the train running number. This action can be initiated by the user of a GSM-R radio, by automatic systems or by the network authority. The de-registration allows the de-registered train running number to be re-used.
 SPLI-1255	death (killed person)	any person killed immediately or dying within 30 days as a result of an accident, excluding any suicide
 SPLI-804	DECELERATION DATA	Data that relates to the braking performance of the train.
 SPLI-1699	Decibels	Decibels
 SPLI-296	Decibels	Decibels
 SPLI-436	Decryption	Means the converting of encrypted data back into their original form
 SPLI-805	DEFAULT VALUE	Value stored in the ERTMS/ETCS on-board equipment and used if there is no other value available.
 SPLI-1700	Degraded operation	Operation resulting from an unplanned event that prevents the normal delivery of train services.

 SPLI-297	Degraded operation	Operation resulting from an unplanned event that prevents the normal delivery of train services.
 SPLI-437	Delay	Means the time difference between the time the passenger was scheduled to arrive according to the published timetable and the time of his/her actual or expected arrival
 SPLI-1142	DELETION (of a message)	An attack in which a message is erased from the stream of messages.
 SPLI-438	Delta deviation	Means the operational 'lateness or earliness' in relation to the booked scheduled time
 SPLI-560	Departure date/time, actual	Date (and time) of departure of means of transport.
 SPLI-439	Departure date/time, actual	Means the actual date (And time) of departure of means of transport
 SPLI-440	Departure date/time, estimated	Means the date (And time) of departure of means of transport based on current forecast
 SPLI-441	Departure date/time, planned	Means the date (And time) of departure of means of transport in the timetable
 SPLI-442	Departure delay, actual	Means the time difference between the actual departure date/time and the Planned departure date/time
 SPLI-443	Departure delay, expected	Means the time difference from the departure date/time and the expected departure date/time
 SPLI-1256	derailment of train	any case in which at least one wheel of a train leaves the rails
 SPLI-1143	DES KEY	A cryptographic key of length 64 bits, where each eighth bit is an odd parity bit, as defined in [ANSI X3.92], 1981. Because of this structure, the effective key length is 56 bits.
 SPLI-1444	design operating state	The 'design operating state' covers all conditions under which the unit is intended to operate and its technical boundaries. This design operating state may go beyond the specifications of this TSI in order that units may be used together in a train on the network under the safety management system of a railway undertaking.
 SPLI-1233	design operating state	The 'design operating state' covers all conditions under which the unit is intended to operate and its technical boundaries. This design operating state may go beyond the specifications of this TSI in order that units may be used together in a train on the network under the safety management system of a railway undertaking.
 SPLI-221	design operating state	

the normal operating mode and the foreseeable degraded conditions (including wear) within the range and the conditions of use specified in the technical and maintenance files



SPLI-370

Design phase for CCS On-Board Subsystem

The design phase for the CCS subsystem is the period starting once a notified body, which is responsible for EC verification, is contracted by the applicant and ending when the EC type or design examination certificate is issued. A design phase covers the CCS subsystem integrated in a vehicle type and one or several type variant(s) and type version(s). For all type variant(s) and type version(s), the design phase is considered as starting at the same time as for the main type.



SPPRAMSS-1144

Design Safety Case

The Design Safety Case gives evidence to the design for a product or application done in Phase 1 to 5. The Design Safety Case will:

- fulfil the requirements of Phase 4 (including validation report) and integrated in a modular architecture in Phase 5,
- define the SuC and its interfaces and must comply thereby to a harmonised reference architecture (e.g. "System Pillar Reference Architecture"):
 - functional allocation,
 - interfaces description,
 - standardised tests activities (e.f. test benches, procedures),
 - allocation of safety requirements (e.g. TFFR, SRAC)
- be presented to the ISA for a first statement,
- be reused for further generic product safety cases or generic/specific safety cases,
- evolve along the whole lifecycle of the SuC design,
- cover the Safety Management topics in the EU-Rail Standardisation and TSI Input Plan (STIP).



SPLI-1382
















Design track gauge

A single value which is obtained when all the components of the track conform precisely to their design dimensions or their median design dimension when there is a range.























SPLI-668

Design track gauge














		A single value which is obtained when all the components of the track conform precisely to their design dimensions or their median design dimension when there is a range.
 SPLI-1383	Design value	Theoretical value without manufacturing, construction or maintenance tolerances.
 SPLI-669	Design value	Theoretical value without manufacturing, construction or maintenance tolerances.
 SPLI-806	DESK	<p>Inside a cab, the set of operating controls, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).</p> <p>Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.</p>
 SPLI-1701	Despatch (= dispatch)	See Train despatch
 SPLI-298	Despatch Dispatch	See Train despatch
 SPLI-1148	Destination Address	Destination Address
 SPLI-175	development of the railway infrastructure	network planning, financial and investment planning as well as the building and upgrading of the infrastructure
 SPLI-717	Diesel Multiple Unit	[self-propelling] trainset [powered by diesel] in which all vehicles are capable of carrying a payload (passengers or luggage/mail or freight)
 SPLI-813	Difference Value between the Permitted Speed to e.g. DV_EBIminEmergency Brake Intervention speed (minimum) DV_EBImax Emergency Brake Intervention speed (maximum)	<p>Difference Value between the Permitted Speed to e.g.</p> <p>DV_EBIminEmergency Brake Intervention speed (minimum)</p> <p>DV_EBImax Emergency Brake Intervention speed (maximum)</p>
 SPLI-1702	Direct Current	Direct Current
 SPLI-1355	Direct current	Direct current
 SPLI-299	Direct Current	Direct Current
 SPLI-561	Direct train	A train with related wagons which runs between two transshipment points (initial source – final destination) without intermediate marshalling.
 SPLI-1149	Direction Flag	Direction Flag
 SPLI-444	Directive 2008/57	

Means 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






 SPLI-1150	Disconnect	Disconnect
 SPLI-445	Display	Means any dynamic visual device located either in Stations or on the inside/outside of trains for the purpose of informing passengers
 SPLI-1384	Distance between track centres	The distance between points of the centre lines of the two tracks under consideration, measured parallel to the running surface of the reference track namely the less canted track.
 SPLI-670	Distance between track centres	The distance between points of the centre lines of the two tracks under consideration, measured parallel to the running surface of the reference track namely the less canted track.
 SPLI-446	Distributor	Means an undertaking providing legal and technical capacity to issuers to sell rail products or to provide on line-facilities to customers to buy rail products. Besides, the distributor can offer services to issuers by assembling O-Ds carried out by different carriers into complete journeys as required by the traveller. The distributor may be a carrier
 SPLI-807	DIVERSITY	A means of achieving all or part of the specified requirements in more than one independent and dissimilar manner. (4)
 SPLI-814	Domain Name Server	Domain Name Server
 SPLI-447	Domestic journey	Means a passenger journey by rail whereby a passenger does not cross a border of a Member State
 SPLI-448	Domestic rail passenger service	Means a rail passenger service which does not cross a border of a Member State
 SPLI-1703	Driver	As defined in Article 3 of Directive 2007/59/EC.
 SPLI-300	Driver	As defined in Article 3 of Directive 2007/59/EC.
 SPLI-1704	Driver Advisory System	Driver Advisory System
 SPLI-808	DRIVER IDENTITY	Unique code which identifies a train driver.
 SPLI-1705	Driver Machine Interface	Driver Machine Interface
 SPLI-809	DRIVER MACHINE INTERFACE	The interface to enable direct communication between the ERTMS/ETCS on-board equipment and the driver.
 SPLI-301	Driver Machine Interface	Driver Machine Interface
 SPLI-1706		

	Driver Machine Interface (DMI)	Train device to enable communication between the ETCS on-board and the driver.
 SPLI-718	Driving Coach	A coach [...] equipped with a driver's cab
 SPLI-810	DRIVING ON SIGHT	The driver driving at a speed that allows him to stop the train to avoid obstacles on the track.
 SPLI-719	Driving Trailer	a vehicle without traction equipped with a driving cab
 SPLI-720	Driving Van	A van [...] equipped with a driver's cab
 SPLI-811	DUAL CAB ENGINE	Rolling Stock unit fitted with two driving cabs and one single ERTMS/ETCS on-board equipment.
 SPLI-562	Duty holder	Any individual or legal entity responsible for the risk, which he imports onto the network, i.e. the RU.
 SPLI-1385	Dynamic lateral force	The sum of dynamic forces exerted by a wheelset on the track in lateral direction.
 SPLI-671	Dynamic lateral force	The sum of dynamic forces exerted by a wheelset on the track in lateral direction.
 SPLI-812	DYNAMIC SPEED PROFILE	The speed / distance profile that a train may follow without violating the static speed profile and/or the EOA/LOA.
 SPLI-1387	Earthworks	Soil structures and soil-retaining structures that are subject to railway traffic loading.
 SPLI-673	Earthworks	Soil structures and soil-retaining structures that are subject to railway traffic loading.
 SPLI-721	Electric Multiple Unit	[self-propelling] trainset [powered by electricity] in which all vehicles are capable of carrying a payload (passengers or luggage/mail or freight)
 SPLI-1711	Electro Cardiogram	Electro Cardiogram
 SPLI-302	Electro Cardiogram	Electro Cardiogram
 SPLI-834	Electro-pneumatic	Electro-pneumatic
 SPLI-835	Electromagnetic Compatibility	Electromagnetic Compatibility
 SPLI-836	Electromagnetic Interference	Electromagnetic Interference
 SPLI-1152	Elementary File (SIM Card)	Elementary File (SIM Card)
 SPLI-837	Emergency Brake Confidence Level	Emergency Brake Confidence Level
 SPLI-838		Emergency Brake Deceleration Curve

Emergency Brake Deceleration Curve


















 SPLI-839	Emergency Brake Intervention supervision limit	Emergency Brake Intervention supervision limit
 SPLI-815	EMERGENCY BRAKING	Application of a predefined brake force in the shortest time in order to stop the train with a defined level of brake performance.
 SPLI-1712	Emergency call	Call set up in some dangerous situations to warn all trains/shunting movements in a defined area.
 SPLI-303	Emergency call	Call set up in some dangerous situations to warn all trains/shunting movements in a defined area.
 SPLI-722	Emergency exit	train borne provision to allow people inside the train to get out of the train in case of an emergency. An external passenger door is a specific type of emergency exit.
 SPLI-1713	Emergency propelling area	Area where propelling movements in RV are allowed.
 SPLI-1714	Emergency stop order	ETCS order braking a train with the maximum brake force until the train is at a standstill.
 SPLI-1257	employee or contractor	any person whose employment is in connection with a railway and is at work at the time of the accident, including the staff of contractors, self-employed contractors, the crew of the train and persons handling rolling stock and infrastructure installations
 SPLI-1386	EN Line Category	The result of the classification process set out in the specification referenced in Appendix T, Index [2] and referred to in that standard as 'Line Category'. It represents the ability of the infrastructure to withstand the vertical loads imposed by vehicles on the line or section of line for regular ('normal') service.
 SPLI-672	EN Line Category	The result of the classification process set out in EN 15528:2008+A1:2012 Annex A and referred to in that standard as 'Line Category'. It represents the ability of the infrastructure to withstand the vertical loads imposed by vehicles on the line or section of line for regular service.
 SPLI-567	Encryption	Encoding of messages Decryption: converting encrypted data back into original form
 SPLI-452	Encryption	Means the encoding of data
 SPLI-740	end coupling	coupling device used to couple together two (or several) units to form a train. An end coupling can be 'automatic', 'semi-
















automatic' or 'manual'. An end coupling can be used for rescue purpose (see clause 4.2.2.2.4). In the context of this TSI, a 'Manual' coupling is an end coupling system which requires (one or several) person(s) to stand between the units to be coupled or uncoupled for the mechanical coupling of these units.
















 SPLI-1715	End Of Authority	Location up to which a train or a shunting composition is authorised to proceed.
 SPLI-816	END OF AUTHORITY	Location to which the train is permitted to proceed and where target speed = zero.
 SPLI-1716	End of authority passed without permission	<p>An end of authority passed without permission is any occasion when a train proceeds beyond the end of authority in the following circumstances:</p> <ul style="list-style-type: none"> — A trackside signal at danger, or an order to STOP where an ATP is not operational, — The end of a movement authority provided in an ATP, — A point communicated by verbal or written authorisation laid down in regulations, — Stop boards, — Hand signals. <p>This covers movement authority as described in ETCS and authority to move covered by instructions/signalling.</p> <p>Any case in which a vehicle without any traction unit attached or a train that is unattended runs away is not included.</p>
 SPLI-304	End of authority passed without permission	<p>An end of authority passed without permission is any occasion when a train proceeds beyond the end of authority in the following circumstances:</p> <ul style="list-style-type: none"> - A trackside signal at danger, or an order to STOP where an ATP is not operational, - The end of a movement authority provided in an ATP, - A point communicated by verbal or written authorisation laid down in regulations, - Stop boards, - Hand signals. <p>This covers movement authority as described in ETCS and authority to move covered by instructions/signalling.</p> <p>Any case in which a vehicle without any traction unit attached or a train that is unattended runs away is not included.</p>
 SPLI-817	END OF LOOP MARKER	Information transmitted by a balise group intended to mark the beginning of a track area where loop messages can be

		received. In bidirectional applications, it is possible to have an EOLM at both sides of a loop.
 SPLI-818	END OF MOVEMENT AUTHORITY	Location to which the train is permitted to proceed according to an MA. When transmitting an MA, it is the end of the last section given in the MA.
 SPLI-840	End-of-Loop-Marker	End-of-Loop-Marker
 SPLI-1717	Energy	Energy
 SPLI-305	Energy	Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union
 SPLI-819	ENGINE	Association of one or two driving cab(s) of a Rolling Stock unit with one single ERTMS/ETCS on-board equipment. When a driving cab of the engine is used to lead a train/shunting consist, the ERTMS/ETCS on-board equipment supervises the movement of the train/shunting consist the engine belongs to. Each driving cab of an engine allows the driver communicating with the ERTMS/ETCS on-board equipment through the DMI.
 SPLI-820	ENGINE ORIENTATION	If there is an active cab, this one defines the orientation of the engine, i.e. the side of the active cab is considered as determining the front of the engine.
 SPLI-1153	Enhanced Multi-Level Precedence and Pre-emption	Enhanced Multi-Level Precedence and Pre-emption
 SPLI-266	entity in charge of maintenance	an entity in charge of the maintenance of a vehicle, and registered as such in a vehicle register referred to in Article 47 of Directive (EU) 2016/797
 SPLI-222	entity in charge of maintenance	an entity in charge of maintenance as defined in point (20) of Article 3 of Directive (EU) 2016/798
 SPLI-821	ENTRANCE SIGNAL	A main signal, intended for trains entering a station.
 SPLI-822	EQUIPPED LINE	Line equipped with ERTMS/ ETCS in application level 1 or 2
 SPLI-1388	Equivalent conicity	The tangent of the cone angle of a wheelset with coned wheels whose lateral movement has the same kinematic wavelength as the given wheelset on straight track and large-radius curves.
 SPLI-674	Equivalent conicity	

		The tangent of the cone angle of a wheelset with coned wheels whose lateral movement has the same kinematic wavelength as the given wheelset on straight track and large-radius curves.
 SPPRAMSS-3552 ERJU Hazard Database		ERJU Hazard Database. A collection existing hazard lists of known hazards and accidents which is initiated and maintained by ERJU's PRAMS domain with the aim to provide a harmonized set of hazards/accidents.
 SPLI-823	ERTMS/ETCS ON-BOARD EQUIPMENT	The part (software and/or hardware) of the on-board equipment, which fulfils the ERTMS/ETCS specification.
 SPLI-453	Essential requirements	Means all the conditions set out in Annex III to Directive 2008/57/EC which must be met by the trans-European rail system, the subsystems, and the Interoperability Constituents including interfaces
 SPLI-223	essential requirements	all the conditions set out in Annex III which must be met by the Union rail system, the subsystems, and the interoperability constituents, including interfaces
 SPLI-824	ESTIMATED POSITION	The position the ERTMS/ETCS on-board equipment estimates the train front is at, with the highest probability according to the physical characteristics of the train and to the odometer working conditions. It is expressed as a distance from a location reference detected by the on-board.
 SPLI-825	ESTIMATED SPEED	The speed the odometer estimates the train is running at, with the highest probability according to the physical characteristics of the train and to the odometer working conditions
 SPLI-563	Estimated Time of Arrival	Estimated Time of Arrival (at destination). The estimated time of arrival (ETA) is the time when the train is expected to arrive at a certain place. Estimates can be based on production plans (predictions) and/or stochastic computation.
 SPLI-449	Estimated time of arrival	Means the Estimated time of arrival (of the train at the station)
 SPLI-564	Estimated Time of Handover	Estimated Time of Handover of a train from one IM to another.
 SPLI-450	Estimated time of Handover	Means the Estimated time of Handover (of a train from one infrastructure manager to another)
 SPLI-565	Estimated Time of Interchange	Estimated Time of Interchange of wagons from one RU to another.
 SPLI-451	Estimated time of Interchange	Means the Estimated time of Interchange (of the train from one railway undertaking to another)

 SPLI-566	Estimated Time of Pick-Up	Estimated Time of Pick-Up (at arrival intermodal terminal)
 SPLI-1151	ETCS ID type field in a SaPDU	ETCS ID type field in a SaPDU
 SPLI-826	ETCS IDENTITY	The ETCS identity of an on-board equipment is made of a single identity number. The ETCS identity of an RBC, balise group, loop or RIU is composed of a country/region identity number and of an identity number within the country/region.
 SPLI-1707	ETCS Location Marker	Harmonised trackside ETCS marker board defined in EN 16494/2015 () used to identify a potential EOA, e.g. the end of a block section.
 SPLI-1709	ETCS on-board	The part of ETCS installed on a railway vehicle.
 SPLI-1710	ETCS operational train category	Set of technical and/or operational characteristics of a train to which a specific ETCS speed profile applies.
 SPLI-1708	ETCS Stop Marker	Harmonised trackside ETCS marker board defined in EN 16494/2015 used to: — identify a potential EOA, and — indicate the location where a driver has to stop the train, if running without an MA.
 SPLI-1718	Euro-norm	Euro-norm
 SPLI-306	Euro-norm	Euro-norm
 SPLI-827	EUROBALISE	Balise compliant with the ERTMS/ETCS specification.
 SPLI-828	EUROLOOP	Loop compliant with the ERTMS/ETCS specification.
 SPLI-841	European Commission	European Commission
 SPLI-568	European Commission	European Commission
 SPLI-842	European Committee for Electrotechnical Standardisation (Comité Européen de Normalisation Electrotechnique)	European Committee for Electrotechnical Standardisation (Comité Européen de Normalisation Electrotechnique)
 SPLI-1719	European Committee for Standardisation (Comité Européen de Normalisation)	European Committee for Standardisation (Comité Européen de Normalisation)
 SPLI-307	European Committee for Standardisation (Comité Européen de Normalisation)	European Committee for Standardisation (Comité Européen de Normalisation)
 SPLI-1720	European Community	European Community

 SPLI-308	European Community	European Community
 SPLI-843	European Economic Interest Group.	European Economic Interest Group.
 SPLI-1727	European instruction	An harmonised operational instruction giving a similar content to train drivers across the European Union in order for them to answer in a similar manner to similar situation.
 SPLI-315	European instruction	An harmonised operational instruction giving a similar content to train drivers across the European Union in order for them to answer in a similar manner to similar situation.
 SPLI-844	European Integrated Radio Enhanced Network	European Integrated Radio Enhanced Network
 SPLI-1721	European Integrated Railway Radio Enhanced Network	European Integrated Railway Radio Enhanced Network
 SPLI-309	European Integrated Railway Radio Enhanced Network	European Integrated Railway Radio Enhanced Network
 SPLI-845	European Norm	European Norm
 SPLI-1722	European Rail Traffic Management System	European Rail Traffic Management System
 SPLI-829	EUROPEAN RAIL TRAFFIC MANAGEMENT SYSTEM	Signalling and operation management system encompassing ETCS for the Control Command, ATO for the Automatic Train Operation and FRMCS and/or GSM-R for voice and data communication. FRMCS and/or GSM-R are/is used as radio bearer for ETCS and ATO.
 SPLI-310	European Rail Traffic Management System	European Rail Traffic Management System
 SPLI-846	European Railway Agency	European Railway Agency
 SPLI-454	European Railway Agency	Means the Agency established pursuant to Regulation (EC) No 881/2004/EC of the European Parliament and of the Council of 29 April 2004 establishing a European Railway Agency
 SPLI-1723	European Register of Authorised Types of Vehicles	European Register of Authorised Types of Vehicles
 SPLI-311	European Register of Authorised Types of Vehicles	European Register of Authorised Types of Vehicles

 SPLI-209	European specification	a specification which falls into one of the following categories: — a common technical specification as defined in Annex VIII of Directive 2014/25/EU, — a European technical approval as referred to in Article 60 of Directive 2014/25/EU, or — a European standard as defined in point (b) of Article 2(1) of Regulation (EU) No 1025/2012
 SPLI-1154	European Telecommunication Standard	European Telecommunication Standard
 SPLI-847	European Telecommunications Standards Institute	European Telecommunications Standards Institute
 SPLI-1724	European Train Control System	European Train Control System
 SPLI-830	EUROPEAN TRAIN CONTROL SYSTEM	The Control Command part of ERTMS.
 SPLI-312	European Train Control System	European Train Control System
 SPLI-1725	European Union	European Union
 SPLI-848	European Union	European Union
 SPLI-313	European Union	European Union
 SPLI-1726	European Union Agency for Railways	European Union Agency for Railways
 SPLI-314	European Union Agency for Railways	European Union Agency for Railways
 SPLI-569	European Union Agency for Railways (also referred to as Agency)	European Union Agency for Railways (also referred to as Agency)
 SPLI-849	European Vital Computer	European Vital Computer
 SPLI-831	EURORADIO	The functions required, including the message protocols, to provide an acceptably safe communications channel between ERTMS/ETCS trackside and ERTMS/ETCS on-board equipment over an open radio network
 SPLI-1728	Evacuation	Evacuation of a train is when all passengers are instructed to leave the train and go on to the infrastructure under the supervision of on-board staff. On-board staff having agreed

		with the signaller or other responsible infrastructure manager staff, that it is safe to do so.
 SPLI-316	Evacuation	Evacuation of a train is when all passengers are instructed to leave the train and go on to the infrastructure under the supervision of on-board staff. On-board staff having agreed with the signaller or other responsible infrastructure manager staff, that it is safe to do so.
 SPLI-1666	Evacuation and rescue point	an evacuation and rescue point is a defined location, inside or outside the tunnel, where fire fighting equipment can be used by the emergency response services and where passengers and staff can evacuate from a train
 SPLI-1729	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.
 SPLI-317	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.
 SPLI-224	existing rail system	the infrastructure composed of lines and fixed installations of the existing rail network as well as the vehicles of all categories and origins travelling on that infrastructure
 SPLI-832	EXIT SIGNAL	A main signal that is intended for trains leaving a station.
 SPLI-833	EXPECTATION WINDOW	The interval between the outer limits to accept a balise group.
 SPLI-455	Extended Mark-up Language	Extended Mark-up Language
 SPLI-456	Extended Structured Query Language	Extended Structured Query Language
 SPLI-1258	extensive disruptions to traffic	extensive disruptions to traffic' means that train services on a main railway line are suspended for six hours or more
 SPLI-267	extent of operation	the extent characterised by the number of passengers and/or volume of goods and the estimated size of a railway undertaking in terms of number of employees working in the railway sector (i.e., as a micro, small, medium-sized or large enterprise)
 SPLI-741	external coupling	











coupling device used to couple together two (or several) units to form a train. An end coupling can be 'automatic', 'semi-automatic' or 'manual'. An end coupling can be used for rescue purpose (see clause 4.2.2.2.4). In the context of this TSI, a 'Manual' coupling is an end coupling system which requires (one or several) person(s) to stand between the units to be coupled or uncoupled for the mechanical coupling of these units.













 SPLI-850	FAIL-SAFE	A design philosophy which results in any expected failure maintaining or placing the equipment in a safe state.
 SPLI-851	FAILURE	Effect of an error on the intended service.
 SPLI-859	Failure Mode and Effects Analysis	Failure Mode and Effects Analysis
 SPLI-860	Failure Mode, Effect and Criticality Analysis	Failure Mode, Effect and Criticality Analysis
 SPLI-457	Fare	Means a charge to be paid for transportation or service
 SPLI-852	FAULT	An abnormal condition that could lead to an error in a system. A fault can be random or systematic. (4)
 SPLI-853	FAULT DETECTION TIME	Time span that begins at the instant when a fault occurs and ends when the existence of the fault is detected.
 SPLI-854	FAULT NEGATION TIME	Time span that begins when the existence of a fault is detected and ends when a safe state is enforced.
 SPLI-458	File Transfer Protocol	Protocol to transfer files between computer systems in the TCP/IP network
 SPLI-268	filler	an enterprise that loads goods into a tank (including a tank-wagon, wagon with demountable tank, portable tank or tank-container), into a wagon, large container or small container for carriage in bulk, or into a battery-wagon or multiple-element gas container
 SPLI-1667	Final place of safety	the final place of safety is the place where passengers and staff will no longer be impacted by the effects of the initial incident (e.g. smoke opacity and toxicity, temperature). It is the termination point of the evacuation
 SPLI-1259	fire in rolling stock	a fire or explosion that occurs in a railway vehicle (including its load) when it is running between the departure station and the destination, including when stopped at the departure station, the destination or intermediate stops, as well as during re-marshalling operations


 SPLI-1159	First Authentication message	First Authentication message
 SPLI-855	FIXED BLOCK	A block in which the extremities of the block sections are at fixed locations. The signalling allows a train to move from one block to the next, normally only when the block ahead is clear.
 SPLI-742	fixed formation	a train formation that can only be reconfigured within a workshop environment
 SPLI-1389	Fixed nose protection	Dimension between the crossing nose and check rail (see dimension No 2 on Figure 14).
 SPLI-675	Fixed nose protection	Dimension between the crossing nose and check rail (see dimension No 2 on Figure 14 below).
 SPLI-723	Fixed Rake of Coaches	a formation of several coaches 'semi-permanently' coupled together, or which can be reconfigured only when it is out of service
 SPLI-1390	Flangeway depth	Dimension between the running surface and the bottom of flangeway (see dimension No 6 on Figure 14).
 SPLI-676	Flangeway depth	Dimension between the running surface and the bottom of flangeway (see dimension No 6 on Figure 14 below).
 SPLI-1391	Flangeway width	Dimension between a running rail and an adjacent check or wing rail (see dimension No 5 on Figure 14 below).
 SPLI-677	Flangeway width	Dimension between a running rail and an adjacent check or wing rail (see dimension No 5 on Figure 14 below).
 SPLI-459	Forecast	Means the best estimate of an event (e.g. arrival, departure or passing time of a train)
 SPLI-460	Forecast point	Means a target point for which the forecast is generated. It may relate to arrival, departure, passage or handover
 SPLI-570	Forecast Time	Best estimate of arrival, departure or passing time of a train.
 SPLI-461	Foreign rail passenger service	Means a rail passenger service which was purchased by the passenger in a country, but is performed in a country different from the country of purchase
 SPLI-462	Foreign sale	Means the sale of a train ticket by an issuer which is not (one of) the carrier(s) operating the train where the ticket will be used. The issuer is located in a country different from the country of the carrier(s)
 SPLI-1155	FORM FIT FUNCTIONAL INTERFACE SPECIFICATION	<p>A FFFIS is the complete definition of an interface between functional or physical entities.</p> <p>The FFFIS includes:</p> <ul style="list-style-type: none"> - FIS,

- Electrical characteristics related to data,
- communication protocol,
- plug.

The FFFIS guarantees the interoperability but not the exchangeability of physical entities.

 SPLI-861	Form-Fit Functional Interface Specification	Form-Fit Functional Interface Specification
 SPLI-862	Form-Fit Functional Specification	Form-Fit Functional Specification
 SPLI-856	FORWARD MOVEMENT	A train movement in which the driver is situated in the leading engine and the train is moved in the direction of the train orientation.
 SPLI-857	FOULING POINT	The place where a vehicle standing on a converging line would come into contact with a vehicle on the other line.
 SPLI-1156	FRaMe Reject	FRaMe Reject
 SPLI-176	framework agreement	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 period
 SPLI-1392	Free wheel passage at check rail/wing rail entry	Dimension between the working face of the crossing check rail or wing rail and the gauge face of the running rail opposite across the gauge measured at entry to check rail or wing rail respectively. (see dimensions No 4 on Figure 14). The entry to the check rail or wing rail is the point at which the wheel is allowed to contact the check rail or wing rail.
 SPLI-678	Free wheel passage at check rail/wing rail entry	Dimension between the working face of the crossing check rail or wing rail and the gauge face of the running rail opposite across the gauge measured at entry to check rail or wing rail respectively. (see dimensions No 4 on Figure 14 below). The entry to the check rail or wing rail is the point at which the wheel is allowed to contact the check rail or wing rail.
 SPLI-1393	Free wheel passage at crossing nose	Dimension between the working face of the crossing wing rail and check rail opposite across the gauge (see dimension No 3 on Figure 14).
 SPLI-679	Free wheel passage at crossing nose	Dimension between the working face of the crossing wing rail and check rail opposite across the gauge (see dimension No 3 on Figure 14 below).

 SPLI-1394	Free wheel passage in switches	Dimension from the gauge face of one switch rail to the back edge of the opposite switch rail (see dimension No 1 on Figure 14).
 SPLI-680	Free wheel passage in switches	Dimension from the gauge face of one switch rail to the back edge of the opposite switch rail (see dimension No 1 on Figure 14 below).
 SPLI-1668	Freight train	A freight train is a train composed of one or more locomotive(s) and one or more wagon(s). A freight train including at least one wagon carrying dangerous goods is a dangerous goods train
 SPLI-463	Fulfilment	Means the process which delivers the Product to the customer after its purchase
 SPLI-1730	Full Supervision mode	Full Supervision mode
 SPLI-858	FULL SUPERVISION MODE	ERTMS/ETCS on-board equipment mode giving full protection against overspeed and overrun.
 SPLI-1160	Full-rate traffic channel	Full-rate traffic channel
 SPLI-863	Functional Interface Specification	Functional Interface Specification
 SPLI-1157	FUNCTIONAL INTERFACES SPECIFICATION	<p>A FIS specifies the link between functional modules or between physical entities by:</p> <ul style="list-style-type: none"> - The required external data flow, - The required data characteristics, - The data range and resolution requirements.
 SPLI-1158	FUNCTIONAL MODULE	Set of functions contributing to realize the same global task.
 SPLI-1732	Functional number (GSM-R)	<p>Full number used within the functional addressing scheme to identify an end user or a system by function or role rather than by a specific item of radio equipment or user subscription.</p> <p>The functional number can be divided into two parts:</p> <ul style="list-style-type: none"> — functional addressing (process of addressing a call using a specific number, representing the function a user is performing, rather than a number identifying the GSM-R on-board), — location dependent addressing (process of addressing a particular function – typically a signaller – based on the current location of the user – typically a train).
 SPLI-1731	Functional Requirement Specification	Functional Requirement Specification

 SPLI-318	Functional Requirement Specification	Functional Requirement Specification
 SPLI-864	Functional Requirements Specification	Functional Requirements Specification
 SPLI-1161	Future Railway Mobile Communication System	Future Railway Mobile Communication System
 SPLI-865	Future Railway Mobile Communication System	Future Railway Mobile Communication System
 SPLI-571	Gateway	Station within the journey of a train with Intermodal units, where the load changes the wagons.
 SPLI-1395	Gauge	Set of rules including a reference contour and its associated calculation rules allowing definition of the outer dimensions of the vehicle and the space to be cleared by the infrastructure.
 SPLI-1356	Gauge	Set of rules including a reference contour and its associated calculation rules allowing defining the outer dimensions of the vehicle and the space to be cleared by the infrastructure. NOTE: According to the calculation method implemented, the gauge will be a static, kinematic or dynamic
 SPLI-681	Gauge	Set of rules including a reference contour and its associated calculation rules allowing definition of the outer dimensions of the vehicle and the space to be cleared by the infrastructure.
 SPLI-395	Gauge	Set of rules including a reference contour and its associated calculation rules allowing defining the outer dimensions of the vehicle and the space to be cleared by the infrastructure. NOTE: According to the calculation method implemented, the gauge will be a static, kinematic or dynamic
 SPLI-464	General Conditions of Carriage	Means the conditions of the carrier in the form of general conditions or tariffs legally in force in each Member State and which have become, through the conclusion of the contract of carriage, an integral part of it
 SPLI-724	General operation	A unit is designed for general operation when the unit is intended to be coupled with other unit(s) in a train formation which is not defined at design stage.
 SPLI-866	General Packet Radio Service	General Packet Radio Service
 SPLI-465	Global price train	Means a train that a passenger can board only having purchased a global price ticket

 SPLI-1738	Global System for Mobile communication – Railway	Global System for Mobile communication – Railway
 SPLI-867	Global System for Mobile Communications	Global System for Mobile Communications
 SPLI-868	Global System for Mobile Communications – Railways	Global System for Mobile Communications – Railways
 SPLI-1737	Global System for Mobile Communications — Rail	Global System for Mobile Communications — Rail
 SPLI-319	Global System for Mobile Communications — Rail	Global System for Mobile Communications — Rail
 SPLI-1739	Goods train braking mode	Goods train braking mode
 SPLI-572	Gross weight of load	Booked/actual total weight (mass) of goods, including packing but excluding the carrier's equipment.
 SPLI-1733	GSM-R mode	Status of the GSM-R on-board which provides functions for: — train movement, — or movement of a shunting composition.
 SPLI-1734	GSM-R network	Radio network which provides GSM-R functions.
 SPLI-1735	GSM-R network marker	Harmonised trackside GSM-R signal defined in EN 16494/2015 to indicate the network to be selected.
 SPLI-1736	GSM-R on-board	The part of GSM-R installed on a railway vehicle.
 SPLI-869	Guidance curve	Guidance curve
 SPLI-574	Handling point	Station where the RU may change the train composition, but where it remains responsible for the wagons, no change of responsibility.
 SPLI-575	Handover point	Location of train's journey or between two paths where the responsibility for planning and/or allocation and/or operation changes from one IM to another. The involved IM assumes the role Planning IM.
 SPLI-466	Handover point	Means the point where the responsibility changes from one infrastructure manager to another
 SPLI-225	harmonised standard	a European standard as defined in point (c) of Article 2(1) of Regulation (EU) No 1025/2012
 SPLI-576	Haulage	Transport by road
 SPLI-1396	HBW	The non SI unit for steel hardness defined in the specification referenced in Appendix T, Index [16].

 SPLI-682	HBW	The non SI unit for steel hardness defined in EN ISO 6506-1:2005 Metallic materials — Brinell hardness test. Test method.
 SPLI-1740	Health and Safety Conditions	In the context of this Regulation, this refers only to the medical and psychological qualifications required to operate the relevant elements of the subsystem.
 SPLI-320	Health and Safety Conditions	In the context of this Regulation, this refers only to the medical and psychological qualifications required to operate the relevant elements of the subsystem.
 SPLI-177	heavy maintenance	work that is not carried out routinely as part of day-to-day operations and requires the vehicle to be removed from service
 SPLI-1397	Height of check rail	Height of the check rail above the running surface (see dimension 7 on Figure 14 below).
 SPLI-683	Height of check rail	Height of the check rail above the running surface (see dimension 7 on Figure 14 below).
 SPLI-1162	High level Data Link Control	High level Data Link Control
 SPLI-178	high speed passenger services	passenger rail services operated without intermediate stops between two places separated at least by a distance of more than 200 km on specially-built high-speed lines equipped for speeds generally equal or greater than 250 km/h and running on average at those speeds
 SPLI-577	Hirer	Any individual or other legal entity designated as such by the keeper/owner of a wagon.
 SPLI-870	HOME KMC	The KMC in a KM domain to which trackside and on-board entities belonging to that domain refer for key management.
 SPLI-1741	Hot axle box	An axle box and bearing that has exceeded its maximum designed operating temperature.
 SPLI-321	Hot axle box	An axle box and bearing that has exceeded its maximum designed operating temperature.
 SPLI-573	HS code	6-digit Code list for products used by customers, identically to the first 6 digits of the CN Code.
 SPPRAMSS-1114	Human and Organisational Factors	Human and Organisational Factors (HOF) are at the heart of safety operations and management. They even play a key role in both Operational Safety and Occupational Safety.
 SPLI-467	Hypertext Transfer Protocol	Client/server protocol used to connect to servers on the Web



SPLI-886

Identification and
Authentication

Identification and Authentication

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