



EU-RAIL SYSTEM PILLAR

Definitions



Definitions



Guideline





Rules for adding/changing Definitions anywhere in Polarion (preliminary process) are defined in [Glossary Usage Guidelines](#) .

1. Before you create a "Definition" workitem in your project please check, if it is already existing (also in other projects as documented here </project/SPPROCESS/wiki/30%20SP%20Metadata%20Management/Glossary%20Usage%20Guidelines?selection=SPPR-6391>).
Do this by a global search for the workitem type Definition on System Pillar level (press "everywhere" in the search result), or just use this standard report below.
2. If it is not existing, create it in your project.
3. Many names have a "domain specific" meaning and cannot be unique by itself (words like "train" or "customer" are very domain specific and have a different meaning). Nobody can claim that "his domain" has the only correct definition of a term. So be sure that your entry is specific enough by putting the domain in the beginning of the term (e.g. ARCADIA system, TMS train, freight customer, etc.). Avoid single generic entries with multiple meanings in different domains.
4. If the Definition already exists, a) discuss with the authors/editors of the Definition history (click on workitem history, then you see their names), if your change proposal is ok and discuss how to change it. b) check all links going to the definition in the workitem properties. Discuss(*) with all creators/editors) of the linked workitems to the Definition, if the change of the Definition is ok or has an impact on their workitems. If yes, be sure that their linked workitems are changed and adapted (if needed) after the Definition is changed, otherwise these workitems will get automatically the attribute of being "suspect" (upper workitem in a trace is younger than the lower workitem in the trace).

(*) Alternatively (more recommended): If you have writing rights for the Definition workitem (or do it via somebody with writing rights) - change it, and start an approval process (see SEMP Process "Approval") with all historic editors and all authors of workitems linked to the definition.

ID	Title	Description	Source Reference
 SPLI-211	acceptable means of compliance	non-binding opinions issued by the Agency to define ways of establishing compliance with the essential requirements	EU Directive 2016/797 (v200528)
 SPLI-212	acceptable national means of compliance	non-binding opinions issued by Member States to define ways of establishing compliance with national rules	EU Directive 2016/797 (v200528)
 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	TSI TAF (v190616)
 SPLI-760	Access Point Name	Access Point Name	Subset-023 (v4.0.0)
 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.	TSI PRM (v230928)
 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	TSI PRM (v230126)







ID	Title	Description	Source Reference
		information regarding the stations' state of conformity to this TSI.	
 SPLI-1672	Accident	As defined in Article 3 of Directive (EU) 2016/798.	TSI OPE (v230928)
 SPLI-288	Accident	As defined in Article 3 of Directive (EU) 2016/798.	TSI OPE (v220105)
 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	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/798 (v201023)
 SPLI-213	accreditation	accreditation as defined in point (10) of Article 2 of Regulation (EC) No 765/2008	EU Directive 2016/797 (v200528)
 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.	TSI OPE (v230928)
 SPLI-750	ACKNOWLEDGEMENT	Confirmation by an entity that it has received information	Subset-023 (v4.0.0)
 SPLI-751	ACKNOWLEDGEMENT, DRIVER	Confirmation by the driver that he/she has taken into account information received through the DMI	Subset-023 (v4.0.0)
 SPLI-1247	active level crossing	a level crossing where the crossing users are protected from or warned of the approaching train by devices activated	EU Directive 2016/798 (v201023)

ID	Title	Description	Source Reference
		<p>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: <ul style="list-style-type: none"> — half or full barriers, — gates. — Warning by the use of fixed equipment at level crossings: <ul style="list-style-type: none"> — 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).	TSI INF (v230928)
 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).	TSI INF (v141118)
 SPLI-761	Adaptation & redundancy management Layer Entity	Adaptation & redundancy management Layer Entity	Subset-023 (v4.0.0)
 SPT2ARC-1828			











ID	Title	Description	Source Reference
	Advanced Safe Train Positioning (ASTP)	<p>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.</p> <p>The main ASTP functionalities interfacing with other onboard systems, are:</p> <ul style="list-style-type: none"> • 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	EU Directive 2007/59 (v190708)
 SPLI-752	AIRGAP	The set of interfaces between track and train. It is composed of the Eurobalise, the Euroloop and the Euroradio interfaces.	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 SPLI-167	allocation	the allocation of railway infrastructure capacity by an infrastructure manager	EU Directive 2012/34 (v190101)









ID	Title	Description	Source Reference
 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)).	TSI TAP (v210418)
 SPLI-1674	Alternating current	Alternating current	TSI OPE (v230928)
 SPLI-289	Alternating current	Alternating current	TSI OPE (v220105)
 SPLI-1349	Alternative current	Alternative current	TSI ENE (v230928)
 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	EU Directive 2012/34 (v190101)
 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.	TSI OPE (v230928)
 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.	TSI TAP (v210418)
 SPLI-214	applicant	a natural or legal person requesting an authorisation, be it a railway undertaking,	









ID	Title	Description	Source Reference
		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	EU Directive 2016/797 (v200528)
 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	EU Directive 2012/34 (v190101)
 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.	Subset-023 (v4.0.0)
 SPLI-257	area of operation	a network or networks within one or more Member States where a railway undertaking intends to operate	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/797 (v200528)
 SPLI-415	Arrival date/time, actual	Means the actual date (And time) of arrival of means of transport	TSI TAF (v190616)
 SPLI-416	Arrival date/time, estimated	Means the date (And time) of arrival of means of transport based on the current forecast	TSI TAF (v190616)











ID	Title	Description	Source Reference
 SPLI-417	Arrival date/time, planned	Means the date (And time) of arrival of means of transport in the timetable	TSI TAF (v190616)
 SPLI-418	Arrival delay, actual	Means the time difference between the arrival date/time actual and the arrival date/time Planned	TSI TAF (v190616)
 SPLI-419	Arrival delay, expected	Means the time difference between the arrival date/time Estimated and the arrival date/time Planned	TSI TAF (v190616)
 SPLI-420	At the discretion of	Means that the railway undertaking can decide based on its experience and its needs	TSI TAF (v190616)
 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>	TSI TAF (v190616)
 SPLI-1248	attempted suicide		

ID	Title	Description	Source Reference
		an act to deliberately injure oneself resulting in serious injury	EU Directive 2016/798 (v201023)
 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	TSI TAF (v190616)
 SPLI-423	Attributor	Means a company managing an attributing system. May be a carrier	TSI TAF (v190616)
 SPLI-755	AUTHENTICATION	The process of determining whether someone or something is who or what it is declared to be.	Subset-023 (v4.0.0)
 SPLI-756	AUTHENTICATION KEY	Cryptographic key (KMAC) used to establish a safe connection according to the EURORADIO protocol.	Subset-023 (v4.0.0)
 SPLI-1132	Authentication Key (same as KMAC)	Authentication Key (same as KMAC)	Subset-037 (v4.0.0)
 SPLI-1133	Authentication Response	Authentication Response	Subset-037 (v4.0.0)
 SPLI-1676	Authorisation for ERTMS train movement	Permission for a train to move given by means of: <ul style="list-style-type: none"> — a trackside signal at proceed aspect, or — an MA, or — a European Instruction: <ul style="list-style-type: none"> — to start after preparing a movement, or — to pass EOA, or — to proceed after trip. 	TSI OPE (v230928)
 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	TSI TAF (v190616)
 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	EU Directive 2016/797 (v200528)








ID	Title	Description	Source Reference
		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.	TSI OPE (v230928)
 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.	TSI OPE (v220105)
 SPLI-1678	Automated Train Operation	Automated Train Operation	TSI OPE (v230928)
 SPLI-1679	Automatic Driving mode	Automatic Driving mode	TSI OPE (v230928)
 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.	Subset-023 (v4.0.0)
 SPLI-762	Automatic Train Control	Automatic Train Control	Subset-023 (v4.0.0)
 SPLI-763	Automatic Train Operation	Automatic Train Operation	Subset-023 (v4.0.0)
 SPLI-1680	Automatic Train Protection	Automatic Train Protection	TSI OPE (v230928)
 SPLI-758	AUTOMATIC TRAIN PROTECTION	A safety system that enforces either compliance with or observation of speed restrictions and signal aspects by trains.	Subset-023 (v4.0.0)
 SPLI-291		Automatic Train Protection	TSI OPE (v220105)











ID	Title	Description	Source Reference
	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	Subset-023 (v4.0.0)
 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	TSI TAF (v190616)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 SPLI-764	Axle Load speed Profile	Axle Load speed Profile	Subset-023 (v4.0.0)
 SPLI-1134	Balanced Asynchronous Class	Balanced Asynchronous Class	Subset-037 (v4.0.0)
 SPLI-765	BALISE	A passive transponder mounted on the track which can communicate with a train passing over it.	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)











ID	Title	Description	Source Reference
 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.	Subset-023 (v4.0.0)
 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	Subset-023 (v4.0.0)
 SPLI-1681	Balise Transmission Module	Balise Transmission Module	TSI OPE (v230928)
 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.	Subset-023 (v4.0.0)
 SPLI-770	BALISE, FIXED	A balise that transmits data that does not change dynamically according to signalling information.	Subset-023 (v4.0.0)
 SPLI-771	BALISE, SWITCHABLE	A balise that transmits data that can change dynamically according to signalling information.	Subset-023 (v4.0.0)
 SPLI-772	BASELINE	A baseline is defined by a stable kernel in terms of system functionality, performance and other non-functional characteristics.	Subset-023 (v4.0.0)
 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	Subset-023 (v4.0.0)
 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.	https://polarion.rail-research.europa.eu/polarion/redirect/project/SPT2ARC/workitem?id=SPT2ARC-1828









ID	Title	Description	Source Reference
 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	TSI TAF (v190616)
 SPLI-217	basic parameter	any regulatory, technical or operational condition which is critical to interoperability and is specified in the relevant TSIs	EU Directive 2016/797 (v200528)
 SPLI-1682	Big Metal Mass	Big Metal Mass	TSI OPE (v230928)
 SPLI-778	Binary Coded Decimal	Binary Coded Decimal	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 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.	TSI TAP (v210418)
 SPLI-547	Booking	The process of making a reservation for space on a means of transport for the movement of goods.	TSI TAP (v210418)
 SPLI-427	Booking (selling)	Means the selling of a ticket with or without a reservation	TSI TAF (v190616)
 SPLI-1683	Border crossing	Location where trains cross from a railway network in one Member State to a railway network in another Member State.	TSI OPE (v230928)
 SPLI-779	Brake Interface Unit, used with regards to STM	Brake Interface Unit, used with regards to STM	Subset-023 (v4.0.0)
 SPLI-775	BRAKING CURVE	Prediction of the train speed decrease versus distance by the ERTMS/ETCS on-board equipment, from a mathematical	Subset-023 (v4.0.0)





ID	Title	Description	Source Reference
		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.	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 SPLI-1377	Braking systems independent of wheel-rail adhesion conditions	Braking systems independent of wheel-rail adhesion conditions	TSI INF (v230928)
 SPLI-663	Braking systems independent of wheel-rail adhesion conditions	Braking systems independent of wheel-rail adhesion conditions	TSI INF (v141118)
 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.	TSI PRM (v230928)
 SPLI-1249	broken axle on rolling stock in service	a break affecting the axle and creating a risk of accident (derailment or collision)	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/798 (v201023)
 SPLI-1251	broken wheel on rolling stock in service	a break affecting the wheel and creating a risk of accident (derailment or collision)	EU Directive 2016/798 (v201023)
 SPLI-739	built according to existing design	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: — The applicant can prove that the newly	TSI LOCPAS (v200311)






ID	Title	Description	Source Reference
		<p>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.</p> <p>— 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> <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.	Subset-023 (v4.0.0)
 SPLI-781	CAB, ACTIVE	The active cab is the cab associated with an ERTMS/ETCS on-board equipment, from which the traction is controlled	Subset-023 (v4.0.0)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 SPLI-1379	Cant deficiency	Difference between the applied cant and a higher equilibrium cant.	TSI INF (v230928)
 SPLI-665	Cant deficiency	Difference between the applied cant and a higher equilibrium cant.	TSI INF (v141118)
 SPLI-170			











ID	Title	Description	Source Reference
	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'	EU Directive 2012/34 (v190101)
 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	TSI LOCPAS (v200311)
 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	TSI TAF (v190616)
 SPLI-258	carrier	an enterprise which carries out a transport operation pursuant to a contract of carriage	EU Directive 2016/798 (v201023)
 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	TSI TAF (v190616)
 SPLI-431	Carrier, Sole	Means a carrier that operates a transport service independently of other carriers	TSI TAF (v190616)
 SPLI-259	causes	actions, omissions, events or conditions, or a combination thereof, which led to an accident or incident	EU Directive 2016/798 (v201023)
 SPLI-797	Ceiling Speed Monitoring	Ceiling Speed Monitoring	Subset-023 (v4.0.0)
 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	EU Directive 2007/59 (v190708)
 SPLI-548	Certification Authority	Certification Authority	TSI TAP (v210418)
 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	TSI CCS (v230810)





ID	Title	Description	Source Reference
		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	TSI TAF (v190616)
 SPLI-1136	Circuit Switched	Circuit Switched	Subset-037 (v4.0.0)
 SPLI-1137	Circuit Switched Public Data Network	Circuit Switched Public Data Network	Subset-037 (v4.0.0)
 SPLI-782	CLEAR (A SIGNAL)	To change a signal aspect from its most restrictive aspect to a less restrictive aspect.	Subset-023 (v4.0.0)
 SPLI-549	CN-code	8-digit Code list for products used by customers.	TSI TAP (v210418)
 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.)	TSI LOCPAS (v200311)
 SPLI-433	Coach ID	Means the unique identification number of a coach	TSI TAF (v190616)
 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	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/798 (v201023)
 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.	TSI TAP (v210418)







ID	Title	Description	Source Reference
 SPLI-1684	Combined Transport	Combined Transport	TSI OPE (v230928)
 SPLI-550	Combined Transport	Combined Transport	TSI TAP (v210418)
 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).	TSI OPE (v230928)
 SPLI-798	Comité Européen de Normalisation	Comité Européen de Normalisation	Subset-023 (v4.0.0)
 SPLI-434	Commission	Means the European Commission	TSI TAF (v190616)
 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	TSI OPE (v230928)
 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	TSI OPE (v230928)
 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	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	TSI OPE (v230928)

ID	Title	Description	Source Reference
	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	TSI OPE (v230928)
 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' subsystem of the rail system in the European Union	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	TSI OPE (v230928)
 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	TSI OPE (v230928)
 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'	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	TSI OPE (v230928)









ID	Title	Description	Source Reference
	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	TSI OPE (v230928)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 SPLI-552	Common Interface	Common Interface	TSI TAP (v210418)
 SPLI-260	common safety methods	the methods describing the assessment of safety levels and achievement of safety targets and compliance with other safety requirement	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/798 (v201023)
 SPLI-783	COMMON-MODE FAULT	Fault common to items which are intended to be independent.	Subset-023 (v4.0.0)
 SPLI-1138		Communication Functional Module	Subset-037 (v4.0.0)




ID	Title	Description	Source Reference
	Communication Functional Module		
 SPLI-799	Community of European Railways	Community of European Railways	Subset-023 (v4.0.0)
 SPLI-716	Compartment	Passenger area or staff area, which cannot be used as a through route for passengers or staff respectively	TSI LOCPAS (v200311)
 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.	TSI OPE (v230928)
 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.	TSI OPE (v220105)
 SPLI-157	competent authority	the safety authority referred to in Article 16 of Directive 2004/49/EC	EU Directive 2007/59 (v190708)
 SPLI-1350	Compiled energy billing data	Dataset compiled by the Data Handling System (DHS) suitable for energy billing	TSI ENE (v230928)
 SPLI-389	Compiled energy billing data	Dataset compiled by the Data Handling System (DHS) suitable for energy billing	TSI ENE (v141118)
 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.	Subset-023 (v4.0.0)
 SPLI-785	CONDITIONS, MAINTENANCE	The maintenance criteria adopted for maintaining the system referred to its Operating Conditions.	Subset-023 (v4.0.0)
 SPLI-786	CONDITIONS, OPERATING	The rated performance required of the system.	Subset-023 (v4.0.0)
 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. 	Subset-023 (v4.0.0)
 SPLI-788	CONFIGURATION		Subset-023 (v4.0.0)







ID	Title	Description	Source Reference
		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)	Subset-023 (v4.0.0)
 SPLI-790	CONFLICTING MOVEMENTS	Movements that would require trains to occupy the same portion of track over all or part of their length.	Subset-023 (v4.0.0)
 SPLI-218	conformity assessment	the process demonstrating whether specified requirements relating to a product, process, service, subsystem, person or body have been fulfilled	EU Directive 2016/797 (v200528)
 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	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/797 (v200528)
 SPLI-171	congested infrastructure	an element of infrastructure for which demand for infrastructure capacity cannot be fully satisfied during certain periods even	EU Directive 2012/34 (v190101)














ID	Title	Description	Source Reference
		after coordination of the different requests for capacity	
 SPLI-1139	Connection EndPoint Identifier	Connection EndPoint Identifier	Subset-037 (v4.0.0)
 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	EU Directive 2016/798 (v201023)
 SPLI-553	Consignee Goods receiver	Party by whom the goods are to be received.	TSI TAP (v210418)
 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.	TSI TAP (v210418)
 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.	TSI TAP (v210418)
 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.	TSI TAP (v210418)
 SPLI-264	consignor	an enterprise which consigns goods either on its own behalf or for a third party	EU Directive 2016/798 (v201023)
 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.	TSI TAP (v210418)
 SPLI-1351	Contact force	Vertical force applied by the pantograph to the OCL	TSI ENE (v230928)

ID	Title	Description	Source Reference
 SPLI-390	Contact force	Vertical force applied by the pantograph to the OCL	TSI ENE (v141118)
 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.	Subset-023 (v4.0.0)
 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	TSI ENE (v230928)
 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	TSI ENE (v141118)
 SPLI-1353	Contact wire uplift	Vertical upward movement of the contact wire due to the force produced from the pantograph	TSI ENE (v230928)
 SPLI-392	Contact wire uplift	Vertical upward movement of the contact wire due to the force produced from the pantograph	TSI ENE (v141118)
 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).	Subset-023 (v4.0.0)
 SPLI-265	contracting entity	a public or private entity which orders the design and/or construction or the renewal or upgrading of a subsystem	EU Directive 2016/798 (v201023)
 SPLI-220	contracting entity	a public or private entity which orders the design and/or construction or the renewal or upgrading of a subsystem	EU Directive 2016/797 (v200528)
 SPLI-172	contractual agreement	an agreement or, mutatis mutandis, an arrangement within the framework of administrative measures	EU Directive 2012/34 (v190101)
 SPLI-793	CONTROL CENTRE	A centralised control system that controls the train movements in a large territory.	Subset-023 (v4.0.0)
 SPLI-1140	Control Channel	Control Channel	Subset-037 (v4.0.0)
 SPLI-1695	Control-Command and Signalling	Control-Command and Signalling	TSI OPE (v230928)







ID	Title	Description	Source Reference
 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	TSI OPE (v220105)
 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)	TSI OPE (v230928)
 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)	TSI OPE (v220105)
 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.	TSI TAP (v210418)
 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	EU Directive 2012/34 (v190101)
 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	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/798 (v201023)

ID	Title	Description	Source Reference
		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	TSI TAF (v190616)
 SPLI-794	CRITICALITY	The point at which a failure or a number of failures renders the system unusable and/or unsafe.	Subset-023 (v4.0.0)
 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)	Subset-023 (v4.0.0)
 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	EU Directive 2012/34 (v190101)
 SPLI-1381	Crosswind	Strong wind blowing laterally to a line which may adversely affect the safety of trains running.	TSI INF (v230928)
 SPLI-667	Crosswind	Strong wind blowing laterally to a line which may adversely affect the safety of trains running.	TSI INF (v141118)
 SPLI-1135	CS MODE	Circuit switched transmission mode uses a dedicated end-to-end transmission resource for each logical connection.	Subset-037 (v4.0.0)
 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)	TSI SRT (v240129)
 SPLI-1354	Current collector		TSI ENE (v230928)












ID	Title	Description	Source Reference
		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	TSI ENE (v141118)
 SPLI-796	CURRENT POSITION	The position of a train measured at a certain moment using defined system co-ordinates.	Subset-023 (v4.0.0)
 SPLI-559	Customer	Is the entity which has issued the consignment note to the Lead RU.	TSI TAP (v210418)
 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)	TSI TAF (v190616)
 SPLI-800	Cyclic Redundancy Code	Cyclic Redundancy Code	Subset-023 (v4.0.0)
 SPLI-801	DANGER (ASPECT)	An indication given by a signal to stop.	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 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)	TSI OPE (v230928)
 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	EU Directive 2016/798 (v201023)
 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)	TSI OPE (v220105)
 SPLI-1144	Data	Data	Subset-037 (v4.0.0)
 SPLI-1145	Data Communication Equipment	Data Communication Equipment	Subset-037 (v4.0.0)

ID	Title	Description	Source Reference
 SPLI-1146	Data Encryption Standard	Data Encryption Standard	Subset-037 (v4.0.0)
 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).	Subset-037 (v4.0.0)
 SPLI-803	DATA INTEGRITY	The property that a message has not been modified or destroyed.	Subset-023 (v4.0.0)
 SPLI-1147	Data Terminal Equipment	Data Terminal Equipment	Subset-037 (v4.0.0)
 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.	TSI OPE (v230928)
 SPLI-1255	death (killed person)	any person killed immediately or dying within 30 days as a result of an accident, excluding any suicide	EU Directive 2016/798 (v201023)
 SPLI-804	DECELERATION DATA	Data that relates to the braking performance of the train.	Subset-023 (v4.0.0)
 SPLI-1699	Decibels	Decibels	TSI OPE (v230928)
 SPLI-296	Decibels	Decibels	TSI OPE (v220105)
 SPLI-436	Decryption	Means the converting of encrypted data back into their original form	TSI TAF (v190616)
 SPLI-805	DEFAULT VALUE	Value stored in the ERTMS/ETCS on-board equipment and used if there is no other value available.	Subset-023 (v4.0.0)
 SPLI-1700	Degraded operation	Operation resulting from an unplanned event that prevents the normal delivery of train services.	TSI OPE (v230928)
 SPLI-297	Degraded operation	Operation resulting from an unplanned event that prevents the normal delivery of train services.	TSI OPE (v220105)
















ID	Title	Description	Source Reference
 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	TSI TAF (v190616)
 SPLI-1142	DELETION (of a message)	An attack in which a message is erased from the stream of messages.	Subset-037 (v4.0.0)
 SPLI-438	Delta deviation	Means the operational 'lateness or earliness' in relation to the booked scheduled time	TSI TAF (v190616)
 SPLI-560	Departure date/time, actual	Date (and time) of departure of means of transport.	TSI TAP (v210418)
 SPLI-439	Departure date/time, actual	Means the actual date (And time) of departure of means of transport	TSI TAF (v190616)
 SPLI-440	Departure date/time, estimated	Means the date (And time) of departure of means of transport based on current forecast	TSI TAF (v190616)
 SPLI-441	Departure date/time, planned	Means the date (And time) of departure of means of transport in the timetable	TSI TAF (v190616)
 SPLI-442	Departure delay, actual	Means the time difference between the actual departure date/time and the Planned departure date/time	TSI TAF (v190616)
 SPLI-443	Departure delay, expected	Means the time difference from the departure date/time and the expected departure date/time	TSI TAF (v190616)
 SPLI-1256	derailment of train	any case in which at least one wheel of a train leaves the rails	EU Directive 2016/798 (v201023)
 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.	Subset-037 (v4.0.0)
 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	TSI WAG (v230928)

ID	Title	Description	Source Reference
		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.	TSI WAG (v200311)
 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	EU Directive 2016/797 (v200528)
 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.	TSI CCS (v230810)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 SPLI-1383	Design value	Theoretical value without manufacturing, construction or maintenance tolerances.	TSI INF (v230928)

ID	Title	Description	Source Reference
 SPLI-669	Design value	Theoretical value without manufacturing, construction or maintenance tolerances.	TSI INF (v141118)
 SPLI-806	DESK	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). Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.	Subset-023 (v4.0.0)
 SPLI-1701	Despatch (= dispatch)	See Train despatch	TSI OPE (v230928)
 SPLI-298	Despatch Dispatch	See Train despatch	TSI OPE (v220105)
 SPLI-1148	Destination Address	Destination Address	Subset-037 (v4.0.0)
 SPLI-175	development of the railway infrastructure	network planning, financial and investment planning as well as the building and upgrading of the infrastructure	EU Directive 2012/34 (v190101)
 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)	TSI LOCPAS (v200311)
 SPLI-813	Difference Value between the Permitted Speed to e.g. DV_EBIminEmergency Brake Intervention speed (minimum) DV_EBImax Emergency Brake Intervention speed (maximum)	Difference Value between the Permitted Speed to e.g. DV_EBIminEmergency Brake Intervention speed (minimum) DV_EBImax Emergency Brake Intervention speed (maximum)	Subset-023 (v4.0.0)
 SPLI-1702	Direct Current	Direct Current	TSI OPE (v230928)
 SPLI-1355	Direct current	Direct current	TSI ENE (v230928)
 SPLI-299	Direct Current	Direct Current	TSI OPE (v220105)
 SPLI-561	Direct train	A train with related wagons which runs between two transshipment points (initial source – final destination) without intermediate marshalling.	TSI TAP (v210418)
 SPLI-1149	Direction Flag	Direction Flag	Subset-037 (v4.0.0)







ID	Title	Description	Source Reference
 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	TSI TAF (v190616)
 SPLI-1150	Disconnect	Disconnect	Subset-037 (v4.0.0)
 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	TSI TAF (v190616)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 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	TSI TAF (v190616)
 SPLI-807	DIVERSITY	A means of achieving all or part of the specified requirements in more than one independent and dissimilar manner. (4)	Subset-023 (v4.0.0)
 SPLI-814	Domain Name Server	Domain Name Server	Subset-023 (v4.0.0)
 SPLI-447	Domestic journey	Means a passenger journey by rail whereby a passenger does not cross a border of a Member State	TSI TAF (v190616)
 SPLI-448	Domestic rail passenger service	Means a rail passenger service which does not cross a border of a Member State	TSI TAF (v190616)
 SPLI-1703	Driver		TSI OPE (v230928)











ID	Title	Description	Source Reference
		As defined in Article 3 of Directive 2007/59/EC.	
 SPLI-300	Driver	As defined in Article 3 of Directive 2007/59/EC.	TSI OPE (v220105)
 SPLI-1704	Driver Advisory System	Driver Advisory System	TSI OPE (v230928)
 SPLI-808	DRIVER IDENTITY	Unique code which identifies a train driver.	Subset-023 (v4.0.0)
 SPLI-1705	Driver Machine Interface	Driver Machine Interface	TSI OPE (v230928)
 SPLI-809	DRIVER MACHINE INTERFACE	The interface to enable direct communication between the ERTMS/ETCS on-board equipment and the driver.	Subset-023 (v4.0.0)
 SPLI-301	Driver Machine Interface	Driver Machine Interface	TSI OPE (v220105)
 SPLI-1706	Driver Machine Interface (DMI)	Train device to enable communication between the ETCS on-board and the driver.	TSI OPE (v230928)
 SPLI-718	Driving Coach	A coach [...] equipped with a driver's cab	TSI LOCPAS (v200311)
 SPLI-810	DRIVING ON SIGHT	The driver driving at a speed that allows him to stop the train to avoid obstacles on the track.	Subset-023 (v4.0.0)
 SPLI-719	Driving Trailer	a vehicle without traction equipped with a driving cab	TSI LOCPAS (v200311)
 SPLI-720	Driving Van	A van [...] equipped with a driver's cab	TSI LOCPAS (v200311)
 SPLI-811	DUAL CAB ENGINE	Rolling Stock unit fitted with two driving cabs and one single ERTMS/ETCS on-board equipment.	Subset-023 (v4.0.0)
 SPLI-562	Duty holder	Any individual or legal entity responsible for the risk, which he imports onto the network, i.e. the RU.	TSI TAP (v210418)
 SPLI-1385	Dynamic lateral force	The sum of dynamic forces exerted by a wheelset on the track in lateral direction.	TSI INF (v230928)
 SPLI-671	Dynamic lateral force	The sum of dynamic forces exerted by a wheelset on the track in lateral direction.	TSI INF (v141118)
 SPLI-812			Subset-023 (v4.0.0)

ID	Title	Description	Source Reference
	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.	TSI INF (v230928)
 SPLI-673	Earthworks	Soil structures and soil-retaining structures that are subject to railway traffic loading.	TSI INF (v141118)
 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)	TSI LOCPAS (v200311)
 SPLI-1711	Electro Cardiogram	Electro Cardiogram	TSI OPE (v230928)
 SPLI-302	Electro Cardiogram	Electro Cardiogram	TSI OPE (v220105)
 SPLI-834	Electro-pneumatic	Electro-pneumatic	Subset-023 (v4.0.0)
 SPLI-835	Electromagnetic Compatibility	Electromagnetic Compatibility	Subset-023 (v4.0.0)
 SPLI-836	Electromagnetic Interference	Electromagnetic Interference	Subset-023 (v4.0.0)
 SPLI-1152	Elementary File (SIM Card)	Elementary File (SIM Card)	Subset-037 (v4.0.0)
 SPLI-837	Emergency Brake Confidence Level	Emergency Brake Confidence Level	Subset-023 (v4.0.0)
 SPLI-838	Emergency Brake Deceleration Curve	Emergency Brake Deceleration Curve	Subset-023 (v4.0.0)
 SPLI-839	Emergency Brake Intervention supervision limit	Emergency Brake Intervention supervision limit	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 SPLI-1712	Emergency call	Call set up in some dangerous situations to warn all trains/shunting movements in a defined area.	TSI OPE (v230928)
 SPLI-303	Emergency call		TSI OPE (v220105)















ID	Title	Description	Source Reference
		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.	TSI LOCPAS (v200311)
 SPLI-1713	Emergency propelling area	Area where propelling movements in RV are allowed.	TSI OPE (v230928)
 SPLI-1714	Emergency stop order	ETCS order braking a train with the maximum brake force until the train is at a standstill.	TSI OPE (v230928)
 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	EU Directive 2016/798 (v201023)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 SPLI-567	Encryption	Encoding of messages Decryption: converting encrypted data back into original form	TSI TAP (v210418)
 SPLI-452	Encryption	Means the encoding of data	TSI TAF (v190616)
 SPLI-740	end coupling	coupling device used to couple together two (or several) units to form a train. An end	

ID	Title	Description	Source Reference
		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.	TSI LOCPAS (v200311)
 SPLI-1715	End Of Authority	Location up to which a train or a shunting composition is authorised to proceed.	TSI OPE (v230928)
 SPLI-816	END OF AUTHORITY	Location to which the train is permitted to proceed and where target speed = zero.	Subset-023 (v4.0.0)
 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. Any case in which a vehicle without any traction unit attached or a train that is unattended runs away is not included.</p>	TSI OPE (v230928)
 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 	TSI OPE (v220105)





ID	Title	Description	Source Reference
		<p>authorisation laid down in regulations,</p> <ul style="list-style-type: none"> - Stop boards, - Hand signals. <p>This covers movement authority as described in ETCS and authority to move covered by instructions/signalling. 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.	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 SPLI-840	End-of-Loop-Marker	End-of-Loop-Marker	Subset-023 (v4.0.0)
 SPLI-1717	Energy	Energy	TSI OPE (v230928)
 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	TSI OPE (v220105)
 SPLI-819	ENGINE	<p>Association of one or two driving cab(s) of a Rolling Stock unit with one single ERTMS/ETCS on-board equipment.</p> <p>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.</p> <p>Each driving cab of an engine allows the driver communicating with the ERTMS/ETCS on-board equipment through the DMI.</p>	Subset-023 (v4.0.0)
 SPLI-820	ENGINE ORIENTATION		Subset-023 (v4.0.0)














ID	Title	Description	Source Reference
		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	Subset-037 (v4.0.0)
 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	EU Directive 2016/798 (v201023)
 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	EU Directive 2016/797 (v200528)
 SPLI-821	ENTRANCE SIGNAL	A main signal, intended for trains entering a station.	Subset-023 (v4.0.0)
 SPLI-822	EQUIPPED LINE	Line equipped with ERTMS/ ETCS in application level 1 or 2	Subset-023 (v4.0.0)
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 SPPRAMSS-3552ERJU 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.	Subset-023 (v4.0.0)
 SPLI-453	Essential requirements		TSI TAF (v190616)







ID	Title	Description	Source Reference
		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	EU Directive 2016/797 (v200528)
 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.	Subset-023 (v4.0.0)
 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	Subset-023 (v4.0.0)
 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.	TSI TAP (v210418)
 SPLI-449	Estimated time of arrival	Means the Estimated time of arrival (of the train at the station)	TSI TAF (v190616)
 SPLI-564	Estimated Time of Handover	Estimated Time of Handover of a train from one IM to another.	TSI TAP (v210418)
 SPLI-450	Estimated time of Handover	Means the Estimated time of Handover (of a train from one infrastructure manager to another)	TSI TAF (v190616)
 SPLI-565	Estimated Time of Interchange	Estimated Time of Interchange of wagons from one RU to another.	TSI TAP (v210418)
 SPLI-451	Estimated time of Interchange		TSI TAF (v190616)












ID	Title	Description	Source Reference
		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)	TSI TAP (v210418)
 SPLI-1151	ETCS ID type field in a SaPDU	ETCS ID type field in a SaPDU	Subset-037 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 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.	TSI OPE (v230928)
 SPLI-1709	ETCS on-board	The part of ETCS installed on a railway vehicle.	TSI OPE (v230928)
 SPLI-1710	ETCS operational train category	Set of technical and/or operational characteristics of a train to which a specific ETCS speed profile applies.	TSI OPE (v230928)
 SPLI-1708	ETCS Stop Marker	Harmonised trackside ETCS marker board defined in EN 16494/2015 used to: <ul style="list-style-type: none"> — identify a potential EOA, and — indicate the location where a driver has to stop the train, if running without an MA. 	TSI OPE (v230928)
 SPLI-1718	Euro-norm	Euro-norm	TSI OPE (v230928)
 SPLI-306	Euro-norm	Euro-norm	TSI OPE (v220105)
 SPLI-827	EUROBALISE	Balise compliant with the ERTMS/ETCS specification.	Subset-023 (v4.0.0)
 SPLI-828	EUROLOOP	Loop compliant with the ERTMS/ETCS specification.	Subset-023 (v4.0.0)
 SPLI-841	European Commission	European Commission	Subset-023 (v4.0.0)
 SPLI-568	European Commission	European Commission	TSI TAP (v210418)
 SPLI-842			Subset-023 (v4.0.0)





ID	Title	Description	Source Reference
	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)	TSI OPE (v230928)
 SPLI-307	European Committee for Standardisation (Comité Européen de Normalisation)	European Committee for Standardisation (Comité Européen de Normalisation)	TSI OPE (v220105)
 SPLI-1720	European Community	European Community	TSI OPE (v230928)
 SPLI-308	European Community	European Community	TSI OPE (v220105)
 SPLI-843	European Economic Interest Group.	European Economic Interest Group.	Subset-023 (v4.0.0)
 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.	TSI OPE (v230928)
 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.	TSI OPE (v220105)
 SPLI-844	European Integrated Radio Enhanced Network	European Integrated Radio Enhanced Network	Subset-023 (v4.0.0)
 SPLI-1721	European Integrated Railway Radio Enhanced Network	European Integrated Railway Radio Enhanced Network	TSI OPE (v230928)
 SPLI-309	European Integrated Railway Radio Enhanced Network	European Integrated Railway Radio Enhanced Network	TSI OPE (v220105)












ID	Title	Description	Source Reference
 SPLI-845	European Norm	European Norm	Subset-023 (v4.0.0)
 SPLI-1722	European Rail Traffic Management System	European Rail Traffic Management System	TSI OPE (v230928)
 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.	Subset-023 (v4.0.0)
 SPLI-310	European Rail Traffic Management System	European Rail Traffic Management System	TSI OPE (v220105)
 SPLI-846	European Railway Agency	European Railway Agency	Subset-023 (v4.0.0)
 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	TSI TAF (v190616)
 SPLI-1723	European Register of Authorised Types of Vehicles	European Register of Authorised Types of Vehicles	TSI OPE (v230928)
 SPLI-311	European Register of Authorised Types of Vehicles	European Register of Authorised Types of Vehicles	TSI OPE (v220105)
 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	EU Directive 2016/797 (v200528)
 SPLI-1154		European Telecommunication Standard	Subset-037 (v4.0.0)










ID	Title	Description	Source Reference
	European Telecommunication Standard		
 SPLI-847	European Telecommunications Standards Institute	European Telecommunications Standards Institute	Subset-023 (v4.0.0)
 SPLI-1724	European Train Control System	European Train Control System	TSI OPE (v230928)
 SPLI-830	EUROPEAN TRAIN CONTROL SYSTEM	The Control Command part of ERTMS.	Subset-023 (v4.0.0)
 SPLI-312	European Train Control System	European Train Control System	TSI OPE (v220105)
 SPLI-1725	European Union	European Union	TSI OPE (v230928)
 SPLI-848	European Union	European Union	Subset-023 (v4.0.0)
 SPLI-313	European Union	European Union	TSI OPE (v220105)
 SPLI-1726	European Union Agency for Railways	European Union Agency for Railways	TSI OPE (v230928)
 SPLI-314	European Union Agency for Railways	European Union Agency for Railways	TSI OPE (v220105)
 SPLI-569	European Union Agency for Railways (also referred to as Agency)	European Union Agency for Railways (also referred to as Agency)	TSI TAP (v210418)
 SPLI-849	European Vital Computer	European Vital Computer	Subset-023 (v4.0.0)
 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	Subset-023 (v4.0.0)
 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	TSI OPE (v230928)








ID	Title	Description	Source Reference
		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.	TSI OPE (v220105)
 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	TSI SRT (v240129)
 SPT2ARC-808	Evolvability	Evolvability is the ability to easily adapt to new technologies or to extend the functionality of the CCS system without the involvement of the original supplier.	
 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.	TSI OPE (v230928)
 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.	TSI OPE (v220105)
 SPT2ARC-807	Exchangeability	Exchangeability is the ability to replace a sub-system from supplier A by a subsystem from supplier B without affecting other sub-systems or the overall system/subsystem and with a reasonable integration effort and/or certification effort. Different to interchangeability, exchangeability does not specify physical characteristics of subsystem.	


ID	Title	Description	Source Reference
 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	EU Directive 2016/797 (v200528)
 SPLI-832	EXIT SIGNAL	A main signal that is intended for trains leaving a station.	Subset-023 (v4.0.0)
 SPLI-833	EXPECTATION WINDOW	The interval between the outer limits to accept a balise group.	Subset-023 (v4.0.0)
 SPLI-455	Extended Mark-up Language	Extended Mark-up Language	TSI TAF (v190616)
 SPLI-456	Extended Structured Query Language	Extended Structured Query Language	TSI TAF (v190616)
 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	EU Directive 2016/798 (v201023)
 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)	EU Directive 2016/798 (v201023)
 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.	TSI LOCPAS (v200311)
 SPLI-850	FAIL-SAFE	A design philosophy which results in any expected failure maintaining or placing the equipment in a safe state.	Subset-023 (v4.0.0)
 SPLI-851	FAILURE	Effect of an error on the intended service.	Subset-023 (v4.0.0)
 SPLI-859	Failure Mode and Effects Analysis	Failure Mode and Effects Analysis	Subset-023 (v4.0.0)











ID	Title	Description	Source Reference
 SPLI-860	Failure Mode, Effect and Criticality Analysis	Failure Mode, Effect and Criticality Analysis	Subset-023 (v4.0.0)
 SPLI-457	Fare	Means a charge to be paid for transportation or service	TSI TAF (v190616)
 SPLI-852	FAULT	An abnormal condition that could lead to an error in a system. A fault can be random or systematic. (4)	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 SPLI-458	File Transfer Protocol	Protocol to transfer files between computer systems in the TCP/IP network	TSI TAF (v190616)
 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	EU Directive 2016/798 (v201023)
 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	TSI SRT (v240129)
 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	EU Directive 2016/798 (v201023)
 SPLI-1159	First Authentication message	First Authentication message	Subset-037 (v4.0.0)
 SPLI-855	FIXED BLOCK		Subset-023 (v4.0.0)


ID	Title	Description	Source Reference
		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	TSI LOCPAS (v200311)
 SPLI-1389	Fixed nose protection	Dimension between the crossing nose and check rail (see dimension No 2 on Figure 14).	TSI INF (v230928)
 SPLI-675	Fixed nose protection	Dimension between the crossing nose and check rail (see dimension No 2 on Figure 14 below).	TSI INF (v141118)
 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	TSI LOCPAS (v200311)
 SPLI-1390	Flangeway depth	Dimension between the running surface and the bottom of flangeway (see dimension No 6 on Figure 14).	TSI INF (v230928)
 SPLI-676	Flangeway depth	Dimension between the running surface and the bottom of flangeway (see dimension No 6 on Figure 14 below).	TSI INF (v141118)
 SPLI-1391	Flangeway width	Dimension between a running rail and an adjacent check or wing rail (see dimension No 5 on Figure 14 below).	TSI INF (v230928)
 SPLI-677	Flangeway width	Dimension between a running rail and an adjacent check or wing rail (see dimension No 5 on Figure 14 below).	TSI INF (v141118)
 SPLI-459	Forecast	Means the best estimate of an event (e.g. arrival, departure or passing time of a train)	TSI TAF (v190616)
 SPLI-460	Forecast point	Means a target point for which the forecast is generated. It may relate to arrival, departure, passage or handover	TSI TAF (v190616)
 SPLI-570	Forecast Time	Best estimate of arrival, departure or passing time of a train.	TSI TAP (v210418)

ID	Title	Description	Source Reference
 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	TSI TAF (v190616)
 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)	TSI TAF (v190616)
 SPLI-1155	FORM FIT FUNCTIONAL INTERFACE SPECIFICATION	A FFFIS is the complete definition of an interface between functional or physical entities. The FFFIS includes: - FIS, - Electrical characteristics related to data, - communication protocol, - plug. The FFFIS guarantees the interoperability but not the exchangeability of physical entities.	Subset-037 (v4.0.0)
 SPLI-861	Form-Fit Functional Interface Specification	Form-Fit Functional Interface Specification	Subset-023 (v4.0.0)
 SPLI-862	Form-Fit Functional Specification	Form-Fit Functional Specification	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 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.	Subset-023 (v4.0.0)
 SPLI-1156	FRaMe Reject	FRaMe Reject	Subset-037 (v4.0.0)
 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	EU Directive 2012/34 (v190101)

ID	Title	Description	Source Reference
 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.	TSI INF (v230928)
 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.	TSI INF (v141118)
 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).	TSI INF (v230928)
 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).	TSI INF (v141118)
 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).	TSI INF (v230928)
 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).	TSI INF (v141118)
 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	TSI SRT (v240129)














ID	Title	Description	Source Reference
 SPLI-463	Fulfilment	Means the process which delivers the Product to the customer after its purchase	TSI TAF (v190616)
 SPLI-1730	Full Supervision mode	Full Supervision mode	TSI OPE (v230928)
 SPLI-858	FULL SUPERVISION MODE	ERTMS/ETCS on-board equipment mode giving full protection against overspeed and overrun.	Subset-023 (v4.0.0)
 SPLI-1160	Full-rate traffic channel	Full-rate traffic channel	Subset-037 (v4.0.0)
 SPT2ARC-1014	Functional apportionment	Functional apportionment is the clear assignment of functions to subsystems. It is an architectural choice supporting the ability to replace a subsystem of supplier A by a subsystem of supplier B both compliant with a given FIS.	
 SPLI-863	Functional Interface Specification	Functional Interface Specification	Subset-023 (v4.0.0)
 SPLI-1157	FUNCTIONAL INTERFACES SPECIFICATION	A FIS specifies the link between functional modules or between physical entities by: <ul style="list-style-type: none"> - The required external data flow, - The required data characteristics, - The data range and resolution requirements. 	Subset-037 (v4.0.0)
 SPLI-1158	FUNCTIONAL MODULE	Set of functions contributing to realize the same global task.	Subset-037 (v4.0.0)
 SPLI-1732	Functional number (GSM-R)	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. The functional number can be divided into two parts: <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). 	TSI OPE (v230928)












ID	Title	Description	Source Reference
 SPLI-1731	Functional Requirement Specification	Functional Requirement Specification	TSI OPE (v230928)
 SPLI-318	Functional Requirement Specification	Functional Requirement Specification	TSI OPE (v220105)
 SPLI-864	Functional Requirements Specification	Functional Requirements Specification	Subset-023 (v4.0.0)
 SPLI-1161	Future Railway Mobile Communication System	Future Railway Mobile Communication System	Subset-037 (v4.0.0)
 SPLI-865	Future Railway Mobile Communication System	Future Railway Mobile Communication System	Subset-023 (v4.0.0)
 SPLI-571	Gateway	Station within the journey of a train with Intermodal units, where the load changes the wagons.	TSI TAP (v210418)
 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.	TSI INF (v230928)
 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	TSI ENE (v230928)
 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.	TSI INF (v141118)
 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	TSI ENE (v141118)










ID	Title	Description	Source Reference
		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	TSI TAF (v190616)
 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.	TSI LOCPAS (v200311)
 SPLI-866	General Packet Radio Service	General Packet Radio Service	Subset-023 (v4.0.0)
 SPLI-465	Global price train	Means a train that a passenger can board only having purchased a global price ticket	TSI TAF (v190616)
 SPLI-1738	Global System for Mobile communication – Railway	Global System for Mobile communication – Railway	TSI OPE (v230928)
 SPLI-867	Global System for Mobile Communications	Global System for Mobile Communications	Subset-023 (v4.0.0)
 SPLI-868	Global System for Mobile Communications – Railways	Global System for Mobile Communications – Railways	Subset-023 (v4.0.0)
 SPLI-1737	Global System for Mobile Communications – Rail	Global System for Mobile Communications – Rail	TSI OPE (v230928)
 SPLI-319	Global System for Mobile Communications – Rail	Global System for Mobile Communications – Rail	TSI OPE (v220105)
 SPLI-1739	Goods train braking mode	Goods train braking mode	TSI OPE (v230928)
 SPT2ARC-798	Granularity	The granularity characterises the level of modularity of a system. The more subsystems a system is composed of, the higher its granularity.	
 SPT2ARC-796	Granularization		







ID	Title	Description	Source Reference
		The granularization refers to system engineering activity aiming at defining granularity.	
 SPLI-572	Gross weight of load	Booked/actual total weight (mass) of goods, including packing but excluding the carrier's equipment.	TSI TAP (v210418)
 SPLI-1733	GSM-R mode	Status of the GSM-R on-board which provides functions for: — train movement, — or movement of a shunting composition.	TSI OPE (v230928)
 SPLI-1734	GSM-R network	Radio network which provides GSM-R functions.	TSI OPE (v230928)
 SPLI-1735	GSM-R network marker	Harmonised trackside GSM-R signal defined in EN 16494/2015 to indicate the network to be selected.	TSI OPE (v230928)
 SPLI-1736	GSM-R on-board	The part of GSM-R installed on a railway vehicle.	TSI OPE (v230928)
 SPLI-869	Guidance curve	Guidance curve	Subset-023 (v4.0.0)
 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.	TSI TAP (v210418)
 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.	TSI TAP (v210418)
 SPLI-466	Handover point	Means the point where the responsibility changes from one infrastructure manager to another	TSI TAF (v190616)
 SPLI-225	harmonised standard	a European standard as defined in point (c) of Article 2(1) of Regulation (EU) No 1025/2012	EU Directive 2016/797 (v200528)
 SPLI-576	Haulage	Transport by road	TSI TAP (v210418)
 SPLI-1396	HBW	The non SI unit for steel hardness defined in the specification referenced in Appendix T, Index [16].	TSI INF (v230928)








ID	Title	Description	Source Reference
 SPLI-682	HBW	The non SI unit for steel hardness defined in EN ISO 6506-1:2005 Metallic materials — Brinell hardness test. Test method.	TSI INF (v141118)
 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.	TSI OPE (v230928)
 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.	TSI OPE (v220105)
 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	EU Directive 2012/34 (v190101)
 SPLI-1397	Height of check rail	Height of the check rail above the running surface (see dimension 7 on Figure 14 below).	TSI INF (v230928)
 SPLI-683	Height of check rail	Height of the check rail above the running surface (see dimension 7 on Figure 14 below).	TSI INF (v141118)
 SPLI-1162	High level Data Link Control	High level Data Link Control	Subset-037 (v4.0.0)
 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	EU Directive 2012/34 (v190101)
 SPLI-577	Hirer	Any individual or other legal entity designated as such by the keeper/owner of a wagon.	TSI TAP (v210418)
 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.	Subset-023 (v4.0.0)
 SPLI-1741	Hot axle box	An axle box and bearing that has exceeded its maximum designed operating temperature.	TSI OPE (v230928)








ID	Title	Description	Source Reference
 SPLI-321	Hot axle box	An axle box and bearing that has exceeded its maximum designed operating temperature.	TSI OPE (v220105)
 SPLI-573	HS code	6-digit Code list for products used by customers, identically to the first 6 digits of the CN Code.	TSI TAP (v210418)
 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	TSI TAF (v190616)
 SPLI-886	Identification and Authentication	Identification and Authentication	Subset-023 (v4.0.0)
 SPLI-1164	Identity	Identity	Subset-037 (v4.0.0)
 SPLI-579	IM Entry Point	Section where the CT train leaves the intermodal terminal area and enters the first public IM network	TSI TAP (v210418)
 SPLI-580	IM Exit Point	Section where the CT train leaves the last public IM network and enters the arrival terminal	TSI TAP (v210418)
 SPLI-1398	Immediate Action Limit	The value which, if exceeded, requires taking measures to reduce the risk of derailment to an acceptable level.	TSI INF (v230928)
 SPLI-684	Immediate Action Limit	The value which, if exceeded, requires taking measures to reduce the risk of derailment to an acceptable level.	TSI INF (v141118)
 SPLI-871	IMMEDIATE LEVEL TRANSITION ORDER	An Immediate Level Transition Order means both a level transition ordered "now" and a level transition ordered at null distance not in relation with in-fill.	Subset-023 (v4.0.0)
 SPLI-872	IN ADVANCE OF	A term indicating a point beyond a specific location on the track, with respect to a given direction.	Subset-023 (v4.0.0)
 SPLI-873	IN REAR OF		Subset-023 (v4.0.0)

ID	Title	Description	Source Reference
		A term indicating a point on the approach to a specific location on the track, with respect to a given direction.	
 SPLI-1399	In service value	Value measured at any time after the infrastructure has been placed into service.	TSI INF (v230928)
 SPLI-685	In service value	Value measured at any time after the infrastructure has been placed into service.	TSI INF (v141118)
 SPLI-1742	Incident	As defined in Article 3 of Directive (EU) 2016/798.	TSI OPE (v230928)
 SPLI-322	Incident	As defined in Article 3 of Directive (EU) 2016/798.	TSI OPE (v220105)
 SPLI-269	incident	any occurrence, other than an accident or serious accident, affecting the safety of railway operations	EU Directive 2016/798 (v201023)
 SPLI-874	INDEPENDENCE, TECHNICAL	Freedom from any mechanism which can affect the correct operation of more than one item.	Subset-023 (v4.0.0)
 SPLI-887	Indication supervision limit	Indication supervision limit	Subset-023 (v4.0.0)
 SPT3TMS-13753	Indirect Track Possession / Occupancy	Part of the infrastructure that is not directly occupied by a train, but contains a buffer area for example between the train and signal.	
 SPLI-875	INFILL INFORMATION	Trackside data, referred to a main signal, which is transmitted at locations in rear of the main signal. Provides, for example, the ability to inform a train that the signal ahead has cleared.	Subset-023 (v4.0.0)
 SPLI-876	INFILL LOOP	A loop which is installed at a place (e.g. in rear of a signal) to avoid unnecessary delay by transmitting in fill information advising the train at once when the signal ahead clears.	Subset-023 (v4.0.0)
 SPLI-877	INFORMATION POINT	Specific location on the track where information can be transmitted from ERTMS/ETCS trackside to ERTMS/ETCS	Subset-023 (v4.0.0)












ID	Title	Description	Source Reference
		on-board equipment (see also SPOT TRANSMISSION)	
 SPLI-1743	Infrastructure	Infrastructure	TSI OPE (v230928)
 SPT3TMS-13782	Infrastructure	A section of the railway network (distance on the network between two points)	
 SPLI-323	Infrastructure	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	TSI OPE (v220105)
 SPLI-179	infrastructure capacity	the potential to schedule train paths requested for an element of infrastructure for a certain period	EU Directive 2012/34 (v190101)
 SPLI-725	Infrastructure inspection vehicles	Infrastructure inspection vehicles are utilised to monitor the condition of the infrastructure. They are operated in the same way as freight or passenger trains, with no distinction between transport and working modes.	TSI LOCPAS (v200311)
 SPLI-1744	Infrastructure Manager	Infrastructure Manager	TSI OPE (v230928)
 SPLI-1400	Infrastructure Manager	As defined in Article 3(2) of Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).	TSI INF (v230928)
 SPLI-686	Infrastructure Manager	As defined in Article 2h) of Directive 2001/14/EC of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (OJ L 75, 15.3.2001, p. 29).	TSI INF (v141118)
 SPLI-581	Infrastructure Manager	Infrastructure Manager	TSI TAP (v210418)
 SPLI-578	Infrastructure Manager	Infrastructure Manager means some body or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the infrastructure	TSI TAP (v210418)

ID	Title	Description	Source Reference
		<p>manager on a network or part of a network may be allocated to different bodies or firms. Where the infrastructure manager, in its legal form, organisation or decision-making functions, is not independent of any railway undertaking, the functions referred to in Sections 2 and 3 of Chapter IV shall be performed respectively by a charging body and by an allocation body that are independent in their legal form, organisation and decision-making from any railway undertaking. (Directive 2012/34/EU).</p> <p>An IM can assume the roles Responsible IM and/or Planning IM</p>	
 SPLI-468	Infrastructure Manager	Means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure. This may also include the management of infrastructure control and safety systems. The functions of the infrastructure manager on a corridor or part of a corridor may be allocated to different bodies or undertakings	TSI TAF (v190616)
 SPLI-324	Infrastructure Manager	Infrastructure Manager	TSI OPE (v220105)
 SPLI-270	infrastructure manager	an infrastructure manager as defined in point (2) of Article 3 of Directive 2012/34/EU of the European Parliament and of the Council	EU Directive 2016/798 (v201023)
 SPLI-226	infrastructure manager	an infrastructure manager as defined in point (2) of Article 3 of Directive 2012/34/EU of the European Parliament and of the Council	EU Directive 2016/797 (v200528)
 SPLI-180	infrastructure manager	any body or firm responsible for the operation, maintenance and renewal of railway infrastructure on a network, as well as responsible for participating in its development as determined by the Member State within the framework of its general policy on development and financing of infrastructure	EU Directive 2012/34 (v190101)
 SPLI-158	infrastructure manager		

ID	Title	Description	Source Reference
		any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure, or part thereof, as defined in Article 3 of Directive 91/440/EEC, which may also include the management of infrastructure control and safety systems. The functions of the infrastructure manager on a network or on part of a network may be allocated to different bodies or undertakings	EU Directive 2007/59 (v190708)
 SPLI-371	Initial assessment framework for CCS On-Board Subsystem	The initial assessment framework is the CCS TSI applicable at the beginning of the design phase when the notified body for the CCS on-board Subsystem is contracted by the applicant.	TSI CCS (v230810)
 SPLI-726	Inner coupling	coupling device between vehicles in order to form a unit composed of several vehicles (e.g. a fixed rake of coaches or a trainset)	TSI LOCPAS (v200311)
 SPLI-1163	INSERTION (of a new message)	An attack in which a new message is being implanted into the stream of messages.	Subset-037 (v4.0.0)
 SPLI-469	Integrated Reservation Tickets	Means a kind of train ticket restricted to a specific train on a specific date/time. A IRT ticket can only be sold by means of an online transaction between the sales terminal and the attributing system where the relevant train is hosted	TSI TAF (v190616)
 SPLI-1165	Integrated Services Digital Network	Integrated Services Digital Network	Subset-037 (v4.0.0)
 SPLI-583	Interchange	The Transfer of control from one railway undertaking to another for practical operational and safety reasons. Examples are: — Mixed services, — Services with shared haulage responsibility, — The transfer of information between different railway administrations, — The transfer of information between wagon owners/keepers and train operators.	TSI TAP (v210418)
 SPLI-470			TSI TAF (v190616)











ID	Title	Description	Source Reference
	Interchange between Carriers	Means the transfer of control from one railway undertaking to another for practical operational, safety and liability reasons. Examples are: — successive railway undertakings, — trains with substitute carriers, — the transfer of information between different railway undertakings	
 SPLI-584	Interchange point	Location of train's journey or of a path where the transfer of responsibility for the whole train from one Responsible RU to another Responsible RU takes place.	TSI TAP (v210418)
 SPLI-471	Interchange point	Means the location where the control of the train is transferred from one railway undertaking to another railway undertaking Regarding a train running, the train is taken over from one railway undertaking by the other railway undertaking, which now owns the path for the next section of the journey	TSI TAF (v190616)
 SPT2ARC-801	Interchangeability	Interchangeability is the ability to replace a subsystem from supplier A by a sub-system from supplier B without affecting other sub-systems or the overall system/subsystem and with a lowest reasonable integration effort and without any need for recertification. Interchangeability is related also to the physical characteristics of sub-systems.	
 SPLI-878	INTERLOCKING	A general term applied to the controlling of the setting and releasing of "signals" and "points" to prevent unsafe conditions arising, and equipment which performs this function.	Subset-023 (v4.0.0)
 SPLI-743	intermediate coupling	coupling device between vehicles in order to form a unit composed of several vehicles (e.g. a fixed rake of coaches or a trainset)	TSI LOCPAS (v200311)
 SPLI-585	Intermediate point	Location which defines a point of a train's journey or path between its start (origin) or end (destination) point.	TSI TAP (v210418)
 SPLI-472	Intermediate point		TSI TAF (v190616)







ID	Title	Description	Source Reference
		Means the location which defines the start or end point of a journey section. This may be an interchange, handover or handling point, for example	
 SPLI-879	INTERMITTENT TRANSMISSION	A term that encompasses "SPOT TRANSMISSION" and "SEMI-CONTINUOUS TRANSMISSION".	Subset-023 (v4.0.0)
 SPLI-1745	Intermodal Loading Unit	Intermodal Loading Unit	TSI OPE (v230928)
 SPLI-586	Intermodal Loading Unit	Containers, swap bodies and semi-trailers suitable for combined transport	TSI TAP (v210418)
 SPLI-587	Intermodal Service Integrator	Any body or undertaking, which has the contract with customers for the transport of Intermodal units. He is preparing waybills, managing capacity on block trains etc.	TSI TAP (v210418)
 SPLI-588	Intermodal terminal	Location which provides the space, equipment and operational environment under which the loading units (freight containers, swap bodies, semi-trailers or trailers) transfer takes place.	TSI TAP (v210418)
 SPLI-589	Intermodal transport	The movement of goods in one and the same loading unit or vehicle, which uses successively several modes of transport without handling of the goods themselves in changing modes.	TSI TAP (v210418)
 SPLI-888	International Electro-technical Commission	International Electro-technical Commission	Subset-023 (v4.0.0)
 SPLI-1166	International Electrotechnical Commission	International Electrotechnical Commission	Subset-037 (v4.0.0)
 SPLI-181	international freight service	a transport service where the train crosses at least one border of a Member State; the train may be joined and/or split and the different sections may have different origins and destinations, provided that all wagons cross at least one border	EU Directive 2012/34 (v190101)
 SPLI-473	International journey	Means a passenger journey by rail crossing the border of at least one Member State	TSI TAF (v190616)













ID	Title	Description	Source Reference
 SPLI-590	International Organisation for Standardisation	International Organisation for Standardisation	TSI TAP (v210418)
 SPLI-182	international passenger service	a passenger service where the train crosses at least one border of a Member State and where the principal purpose of the service is to carry passengers between stations located in different Member States; the train may be joined and/or split, and the different sections may have different origins and destinations, provided that all carriages cross at least one border	EU Directive 2012/34 (v190101)
 SPLI-474	International rail passenger service	Means a rail passenger service which crosses a border of at least one Member State	TSI TAF (v190616)
 SPLI-475	International sale	Means the sale of a train ticket for an international journey	TSI TAF (v190616)
 SPLI-889	International Standardisation Organisation	International Standardisation Organisation	Subset-023 (v4.0.0)
 SPLI-1167	International Telecommunication Union	International Telecommunication Union	Subset-037 (v4.0.0)
 SPLI-1746	International Union of Railways (Union Internationale des Chemins de fer)	International Union of Railways (Union Internationale des Chemins de fer)	TSI OPE (v230928)
 SPLI-325	International Union of Railways (Union Internationale des Chemins de fer)	International Union of Railways (Union Internationale des Chemins de fer)	TSI OPE (v220105)
 SPLI-890	Internet Protocol	Internet Protocol	Subset-023 (v4.0.0)
 SPLI-476	Internet Protocol	Internet Protocol	TSI TAF (v190616)
 SPLI-880	INTEROPERABILITY	Interoperability means the ability to allow the safe and uninterrupted movement of trains that accomplish the specified levels of performance. (1)	Subset-023 (v4.0.0)





ID	Title	Description	Source Reference
 SPLI-227	interoperability	the ability of a rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance	EU Directive 2016/797 (v200528)
 SPLI-881	INTEROPERABILITY CONSTITUENT	Any elementary component, group of components, subassembly or complete assembly of equipment incorporated or intended to be incorporated into a subsystem, upon which the interoperability of the rail system depends either directly or indirectly. The concept of a constituent covers both tangible objects and intangible objects such as software. (1)	Subset-023 (v4.0.0)
 SPLI-477	Interoperability constituent	Means any elementary component, group of components, subassembly or complete assembly of equipment incorporated or intended to be incorporated into a subsystem upon which the interoperability of the trans-European rail system directly or indirectly depends. The concept of a constituent covers both tangible objects and intangible objects, such as software	TSI TAF (v190616)
 SPLI-744	interoperability constituents	any elementary component, group of components, subassembly or complete assembly of equipment incorporated or intended to be incorporated into a subsystem, upon which the interoperability of the rail system depends directly or indirectly, including both tangible objects and intangible objects	TSI LOCPAS (v200311)
 SPLI-377	interoperability constituents	any elementary component, group of components, subassembly or complete assembly of equipment incorporated or intended to be incorporated into a subsystem, upon which the interoperability of the rail system depends directly or indirectly, including both tangible objects and intangible objects.	TSI CCS (v230810)
 SPLI-271	interoperability constituents		









ID	Title	Description	Source Reference
		the interoperability constituents as defined in point (7) of Article 2 of Directive (EU) 2016/797	EU Directive 2016/798 (v201023)
 SPLI-228	interoperability constituents	any elementary component, group of components, subassembly or complete assembly of equipment incorporated or intended to be incorporated into a subsystem, upon which the interoperability of the rail system depends directly or indirectly, including both tangible objects and intangible objects	EU Directive 2016/797 (v200528)
 SPLI-882	INTEROPERABILITY, OPERATIONAL	The set of harmonised operating rules that enables interoperability.	Subset-023 (v4.0.0)
 SPLI-883	INTEROPERABILITY, TECHNICAL	The set of harmonised technical requirements that enables interoperability. The ERTMS/ETCS specification defines the requirements for technical interoperability.	Subset-023 (v4.0.0)
 SPLI-1430	Interoperable wheelchair transportable by train	An interoperable wheelchair transportable by train is a wheelchair the characteristics of which permit the full usage of all features of rolling stock designed for wheelchair users. The characteristics of an interoperable wheelchair transportable by train are within the limits specified in Appendix M.	TSI PRM (v230928)
 SPLI-687	Intersection point	Theoretical intersection point of the running edges at the centre of the crossing (see Figure 2).	TSI INF (v141118)
 SPLI-1401	Intersection point (IP)	Theoretical intersection point of the running edges at the centre of the crossing (see Figure 2).	TSI INF (v230928)
 SPLI-884	INTERVENTION	Where ERTMS/ETCS takes control from the driver by cutting traction power or applying the full service brake and cutting traction power or applying the emergency brake and cutting traction power.	Subset-023 (v4.0.0)
 SPLI-1402	Intervention Limit	The value, which, if exceeded, requires corrective maintenance in order that the	TSI INF (v230928)







ID	Title	Description	Source Reference
		immediate action limit shall not be reached before the next inspection;	
 SPLI-688	Intervention Limit	The value, which, if exceeded, requires corrective maintenance in order that the immediate action limit shall not be reached before the next inspection;	TSI INF (v141118)
 SPLI-272	investigation	a process conducted for the purpose of accident and incident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations	EU Directive 2016/798 (v201023)
 SPLI-273	investigator-in-charge	a person responsible for the organisation, conduct and control of an investigation	EU Directive 2016/798 (v201023)
 SPLI-1403	Isolated defect	A discrete track geometry fault.	TSI INF (v230928)
 SPLI-689	Isolated defect	A discrete track geometry fault.	TSI INF (v141118)
 SPLI-885	ISOLATION MODE	When the ERTMS/ETCS on-board equipment is disconnected from the vehicle braking system. Isolation is indicated to the driver.	Subset-023 (v4.0.0)
 SPLI-478	Issuer	Means an undertaking selling the ticket and receiving payment. May be a carrier and/or a distributor. The issuer is the undertaking indicated on the ticket with its code and possibly its logo	TSI TAF (v190616)
 SPLI-591	Journey	A 'journey' denotes the spatial forwarding of a train or of a loaded or empty wagon from the forwarding station to the destination station.	TSI TAP (v210418)
 SPLI-479	Journey	Means the movement of a passenger (or several passengers travelling together) from a location A to a location B	TSI TAF (v190616)
 SPLI-480	Journey planner	Means an IT system able to propose journey solutions A journey solution is a set of one or more commercial transport services answering at	TSI TAF (v190616)





ID	Title	Description	Source Reference
		least the question 'How can I go from location A to location B at a given departure/arrival date And time?'. The question could contain more complex additional criteria, such as 'in the fastest way', 'in the cheapest way', 'with no changes', etc. The passenger can build the journey solutions by him/herself, consulting different information sources, or the solution can be offered to him/her by a journey Planner	
 SPLI-592	Journey section	Is the part of the journey which takes place on an infrastructure sector of an infrastructure manager or Part of the journey from the entry handover point to the exit handover point of the infrastructure of an infrastructure manager.	TSI TAP (v210418)
 SPLI-891	JURIDICAL DATA	Data to record all actions and exchanges relating to the movement of trains sufficient for off line analysis of all events leading to an incident.	Subset-023 (v4.0.0)
 SPLI-593	Keeper	The person, who being the owner or having the right to dispose of it, exploits a vehicle economically in a permanent manner as a means of transport and is registered as such in the Rolling Stock Register.	TSI TAP (v210418)
 SPLI-481	Keeper	Means the person who, being the owner of a vehicle or having the right to use it, exploits such vehicle economically in a permanent manner as a means of transport and is registered as such in the Rolling Stock Register	TSI TAF (v190616)
 SPLI-274	keeper	the natural or legal person that, being the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in a vehicle register referred to in Article 47 of Directive (EU) 2016/797	EU Directive 2016/798 (v201023)
 SPLI-229	keeper	the natural or legal person that, being the owner of a vehicle or having the right to use	













ID	Title	Description	Source Reference
		it, exploits the vehicle as a means of transport and is registered as such in a vehicle register referred to in Article 47	EU Directive 2016/797 (v200528)
 SPLI-892	KERNEL	The core of the ERTMS/ETCS on-board equipment.	Subset-023 (v4.0.0)
 SPLI-893	KEY	A predefined component or information necessary to be able to encrypt data or interpret encrypted data.	Subset-023 (v4.0.0)
 SPLI-894	KEY MANAGEMENT	The generation, storage, secure distribution, deletion, archiving and application of key entries in accordance with the security policy in a KM domain.	Subset-023 (v4.0.0)
 SPLI-895	KEY MANAGEMENT CENTRE	The entity responsible for key management functions in a KM domain.	Subset-023 (v4.0.0)
 SPLI-896	KEY MANAGEMENT SYSTEM	The set of entities and operational procedures taking part in the key distribution system.	Subset-023 (v4.0.0)
 SPLI-897	KEY VALIDITY PERIOD	The specific timespan during which a key is valid.	Subset-023 (v4.0.0)
 SPLI-898	KM DOMAIN	One KMC (Home KMC) and all the on-boards, RBCs and RIUs using that KMC for key management purposes.	Subset-023 (v4.0.0)
 SPLI-899	KVB, Ebicab, RSDD	KVB, Ebicab, RSDD	Subset-023 (v4.0.0)
 SPLI-900	LAST RELEVANT BALISE GROUP	The LRBG is the last balise group marked as linked encountered by the train, whose message is accepted by the ERTMS/ETCS on-board. It is used as a common location reference between the ERTMS/ETCS on-board and trackside equipment.	Subset-023 (v4.0.0)
 SPLI-1357	Lateral deviation	Lateral stagger of contact wire in maximum crosswind.	TSI ENE (v230928)
 SPLI-396	Lateral deviation	Lateral stagger of contact wire in maximum crosswind.	TSI ENE (v141118)
 SPLI-595	Lead Railway Undertaking	Applicant/RU, which is responsible to organise and manage the transport line according to the customer's commitment. It is the single point of contact for the	TSI TAP (v210418)










ID	Title	Description	Source Reference
		customer. If more than one Railway Undertaking is involved in the transport chain, the LRU is responsible for the coordination of the various Railway Undertakings on the harmonization of train's journey including the various path requests.	
 SPLI-901	LEADING ENGINE	The engine in which a driving cab is used to control the movement of a train/shunting consist, under the supervision of the ERTMS/ETCS on-board equipment associated with the driving cab.	Subset-023 (v4.0.0)
 SPLI-1747	Length of train	Total length of all vehicles over buffers including locomotive(s)	TSI OPE (v230928)
 SPLI-326	Length of train	Total length of all vehicles over buffers including locomotive(s)	TSI OPE (v220105)
 SPLI-596	Less than Container Loads	Less than Container Loads	TSI TAP (v210418)
 SPLI-902	LEVEL	Contracted form of APPLICATION LEVEL	Subset-023 (v4.0.0)
 SPLI-903	LEVEL 0	A level of ERTMS/ETCS defined to cover instances when the ERTMS/ETCS on-board equipment is operating in an area where the trackside is neither fitted with operational ERTMS/ETCS equipment nor fitted with operational National System	Subset-023 (v4.0.0)
 SPLI-904	LEVEL 0 AREA	Trackside area in which level 0 operation is supported.	Subset-023 (v4.0.0)
 SPLI-905	LEVEL 1	A level of ERTMS/ETCS overlaid onto conventional line side signalling that uses Eurobalises / Euroloop / Radio Infill to pass movement authorities to the train whilst relying on conventional means to determine train position and integrity.	Subset-023 (v4.0.0)
 SPLI-906	LEVEL 1 AREA	Trackside area in which level 1 operation is supported.	Subset-023 (v4.0.0)
 SPLI-907	LEVEL 2	A level of ERTMS/ETCS that uses radio to pass movement authorities to the train. Train reported position and integrity may be	Subset-023 (v4.0.0)











ID	Title	Description	Source Reference
		used to determine the parts of the track that are occupied by the train.	
 SPLI-908	LEVEL 2 AREA	Trackside area in which level 2 operation is supported.	Subset-023 (v4.0.0)
 SPLI-1431	Level access	<p>A level access is an access from a platform to the doorway of a rolling stock for which it can be demonstrated that:</p> <ul style="list-style-type: none"> — The gap between the door sill of that doorway (or of the extended bridging plate of that doorway) and the platform does not exceed 75 mm measured horizontally and 50 mm measured vertically and — The rolling stock has no internal step between the door sill and the vestibule. 	TSI PRM (v230928)
 SPLI-379	Level access	<p>A level access is an access from a platform to the doorway of a rolling stock for which it can be demonstrated that:</p> <ul style="list-style-type: none"> — The gap between the door sill of that doorway (or of the extended bridging plate of that doorway) and the platform does not exceed 75 mm measured horizontally and 50 mm measured vertically and — The rolling stock has no internal step between the door sill and the vestibule. 	TSI PRM (v230126)
 SPLI-1358	Level crossing	An intersection at the same elevation of a road and one or more rail tracks	TSI ENE (v230928)
 SPLI-1260	level crossing	any level intersection between a road or passage and a railway, as recognised by the infrastructure manager and open to public or private users. Passages between platforms within stations are excluded, as well as passages over tracks for the sole use of employees	EU Directive 2016/798 (v201023)
 SPLI-930	Level crossing	Level crossing	Subset-023 (v4.0.0)
 SPLI-397	Level crossing	An intersection at the same elevation of a road and one or more rail tracks	TSI ENE (v141118)
 SPLI-1261	level crossing accident	any accident at level crossings involving at least one railway vehicle and one or more crossing vehicles, other crossing users	EU Directive 2016/798 (v201023)










ID	Title	Description	Source Reference
		such as pedestrians or other objects temporarily present on or near the track if lost by a crossing vehicle or user	
 SPLI-1262	level crossing user	any person using a level crossing to cross the railway line by any means of transport or by foot	EU Directive 2016/798 (v201023)
 SPLI-909	LEVEL NTC	A level of ERTMS/ETCS that allows the supervision of the train with an existing National Train Control system.	Subset-023 (v4.0.0)
 SPLI-910	LEVEL NTC AREA	Trackside area in which level NTC operation is supported.	Subset-023 (v4.0.0)
 SPLI-911	LEVEL TRANSITION ANNOUNCEMENT	A Level Transition Announcement means both a level transition ordered for a further location and a level transition ordered at null distance transmitted as in-fill information	Subset-023 (v4.0.0)
 SPLI-912	LEVEL TRANSITION BORDER	A location where the list of levels supported by the trackside changes.	Subset-023 (v4.0.0)
 SPLI-913	LEVEL TRANSITION INFORMATION	This term is used for both Level Transition Order and Conditional Level Transition Order.	Subset-023 (v4.0.0)
 SPLI-914	LEVEL TRANSITION ORDER	This term is used for both Immediate Level Transition Order and Level Transition Announcement.	Subset-023 (v4.0.0)
 SPLI-183	licence	an authorisation issued by a licensing authority to an undertaking, by which its capacity to provide rail transport services as a railway undertaking is recognised; that capacity may be limited to the provision of specific types of services	EU Directive 2012/34 (v190101)
 SPLI-184	licensing authority	the body responsible for granting licences within a Member State	EU Directive 2012/34 (v190101)
 SPLI-915	LIFECYCLE (SYSTEM)	The activities occurring during a period of time that starts when a system is conceived and ends at decommissioning when the system is no longer available for use. (See Reference 3)	Subset-023 (v4.0.0)








ID	Title	Description	Source Reference
 SPLI-916	LIFECYCLE COST (SYSTEM)	The sum of the costs sustained or to be sustained for performing and appropriately supporting the activities occurring in the context of the operational parts of the System Lifecycle.	Subset-023 (v4.0.0)
 SPLI-275	light rail	an urban and/or suburban rail transport system with a crashworthiness of C-III or C-IV (in accordance with EN 15227:2011) and a maximum strength of vehicle of 800 kN (longitudinal compressive force in coupling area); light rail systems may have their own right of way or share it with road traffic and usually do not exchange vehicles with long-distance passenger or freight traffic	EU Directive 2016/798 (v201023)
 SPLI-230	light rail	an urban and/or suburban rail transport system with a crashworthiness of C-III or C-IV (in accordance with EN 15227:2011) and a maximum strength of vehicle of 800 kN (longitudinal compressive force in coupling area); light rail systems may have their own right of way or share it with road traffic and usually do not exchange vehicles with long-distance passenger or freight traffic	EU Directive 2016/797 (v200528)
 SPLI-917	LIMIT OF AUTHORITY	The place beyond which the train has no information but to which the train is authorised to run with a defined target speed higher than zero. The train is expected to receive new information before passing the Limit of Authority.	Subset-023 (v4.0.0)
 SPLI-1748	Limited Supervision mode	Limited Supervision mode	TSI OPE (v230928)
 SPLI-918	LIMITED SUPERVISION MODE	ERTMS/ETCS on-board equipment mode giving partial protection against over speed and over run. The driver has to observe and obey to line side signals and operating rules when in limited supervision mode.	Subset-023 (v4.0.0)
 SPLI-919	LINE	A continuous section of railway track.	Subset-023 (v4.0.0)
 SPLI-1263	line km	the length measured in kilometres of the railway network in Member States, whose scope is laid down in Article 2. For multiple-	












ID	Title	Description	Source Reference
		track railway lines, only the distance between origin and destination is to be counted.	EU Directive 2016/798 (v201023)
 SPLI-920	LINE SIDE ELECTRONIC UNIT	A device for communicating variable signalling data to switchable balises.	Subset-023 (v4.0.0)
 SPLI-921	LINE SIDE EQUIPMENT	see Trackside Equipment.	Subset-023 (v4.0.0)
 SPLI-1404	Line speed	Maximum speed for which a line has been designed.	TSI INF (v230928)
 SPLI-1359	Line speed	Maximum speed measured in kilometres per hour for which a line has been designed	TSI ENE (v230928)
 SPLI-690	Line speed	Maximum speed for which a line has been designed.	TSI INF (v141118)
 SPLI-398	Line speed	Maximum speed measured in kilometres per hour for which a line has been designed	TSI ENE (v141118)
 SPLI-931	Line Under Construction	Line Under Construction	Subset-023 (v4.0.0)
 SPLI-1168	Link Access Protocol Balanced	Link Access Protocol Balanced	Subset-037 (v4.0.0)
 SPLI-922	LINKING	A functionality to protect against missing data from BALISE GROUPS by announcing them in advance through LINKING INFORMATION and by checking whether they have been read within a certain EXPECTATION WINDOW	Subset-023 (v4.0.0)
 SPLI-923	LINKING DISTANCE	The distance between announced balise groups.	Subset-023 (v4.0.0)
 SPLI-924	LINKING INFORMATION	Data defining the distance between groups of balises, their identity and orientation, and the action to be taken if an announced balise group is not detected within given limits (EXPECTATION WINDOW).	Subset-023 (v4.0.0)
 SPLI-276	loader	an enterprise which loads packaged goods, small containers or portable tanks into or onto a wagon or a container, or which loads a container, bulk-container, multiple-element gas container, tank-container or portable tank onto a wagon	EU Directive 2016/798 (v201023)





ID	Title	Description	Source Reference
 SPLI-925	LOCAL TIME	The time for ordinary transactions in a locality, which is likely to be shown on station clocks.	Subset-023 (v4.0.0)
 SPLI-926	LOCATION ITEM	Classification of an individual location based information (i.e. the location of Location data or one of the locations of Profile data) as "estimated", "min" or "max" location item. An individual location based information may be classified as one, two or three location items.	Subset-023 (v4.0.0)
 SPLI-482	Loco ID	Means the unique identification number of a traction unit	TSI TAF (v190616)
 SPLI-727	Locomotive	a traction vehicle (or combination of several vehicles) that is not intended to carry a payload and has the ability to be uncoupled in normal operation from a train and to operate independently	TSI LOCPAS (v200311)
 SPLI-327	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	TSI OPE (v220105)
 SPLI-1749	Loop	Track, connected to the main track, used for passing, crossing and stabling.	TSI OPE (v230928)
 SPLI-927	LOOP	Track mounted device for the transmission of data between track-to-train within a defined area.	Subset-023 (v4.0.0)
 SPLI-328	Loop	Track, connected to the main track, used for passing, crossing and stabling.	TSI OPE (v220105)
 SPLI-928	LOOP MESSAGE FORMAT	The format for transmitting data by a loop.	Subset-023 (v4.0.0)
 SPLI-929	LOOP TRANSMISSION MODULE	A module (inside the ERTMS/ETCS on-board equipment), which retrieves application data from a loop.	Subset-023 (v4.0.0)
 SPLI-932	Lowest Supervised Speed within the Movement Authority	Lowest Supervised Speed within the Movement Authority	Subset-023 (v4.0.0)

ID	Title	Description	Source Reference
 SPLI-933	MAIN SIGNAL	A fixed signal intended for train movements capable of showing a 'danger aspect' and one or more 'proceed aspects'. In some cases main signals at danger are valid for shunt movements.	Subset-023 (v4.0.0)
 SPLI-934	MAINTAINABILITY	The probability that a given active maintenance action, for an item under given conditions of use can be carried out within a stated time interval when the maintenance is performed under stated conditions and using stated procedures and resources. (3) (Definitions for other maintenance related terms are given in reference 3).	Subset-023 (v4.0.0)
 SPLI-1405	Maintenance file	Elements of the technical file relating to conditions and limits of use and instructions for maintenance.	TSI INF (v230928)
 SPLI-691	Maintenance file	Elements of the technical file relating to conditions and limits of use and instructions for maintenance.	TSI INF (v141118)
 SPLI-185	maintenance of the railway infrastructure	works intended to maintain the condition and capability of existing infrastructure	EU Directive 2012/34 (v190101)
 SPLI-1406	Maintenance plan	A series of documents setting out the infrastructure maintenance procedures adopted by an Infrastructure Manager.	TSI INF (v230928)
 SPLI-1360	Maintenance plan	A series of documents setting out the infrastructure maintenance procedures adopted by an infrastructure manager	TSI ENE (v230928)
 SPLI-692	Maintenance plan	A series of documents setting out the infrastructure maintenance procedures adopted by an Infrastructure Manager.	TSI INF (v141118)
 SPLI-399	Maintenance plan	A series of documents setting out the infrastructure maintenance procedures adopted by an infrastructure manager	TSI ENE (v141118)
 SPLI-483	Make available	Means the publishing of information or data where access control may be applied	TSI TAF (v190616)
 SPLI-935	MALFUNCTION	A deviation from the specified performance causing the system to work incorrectly. This	Subset-023 (v4.0.0)

ID	Title	Description	Source Reference
		is normally due to an error or fault in the system.	
 SPLI-1172	Management	Management	Subset-037 (v4.0.0)
 SPLI-186	management board	the senior body of an undertaking performing executive and administrative functions, which is responsible and accountable for day-to-day management of the undertaking	EU Directive 2012/34 (v190101)
 SPLI-936	MANDATORY	When it is compulsory to fulfil and to implement a requirement to realise a technically interoperable standard for the ERTMS/ETCS equipment or system.	Subset-023 (v4.0.0)
 SPLI-1173	Mandatory feature	The feature has to be provided by on-board and/or trackside equipment where interoperability is required.	Subset-037 (v4.0.0)
 SPLI-1174	Mandatory parameter	Mandatory parameter	Subset-037 (v4.0.0)
 SPLI-484	Manifest on list	Means a fulfilment method where the customer makes its purchase in advance (e.g. at home) and receives only a confirmation, usually with a reference code. The undertaking performing this kind of sale provides the TCO with a list of all passengers (and reference codes) admitted on the specific train. The passenger simply manifests his/her desire to be admitted on the train before/after departure at the TCO. TCO checks whether the passenger is allowed to embark/stay on the train	TSI TAF (v190616)
 SPLI-937	MANUAL LEVEL CHANGE	Level transition initiated by the driver.	Subset-023 (v4.0.0)
 SPLI-277	manufacturer	the manufacturer as defined in point (36) of Article 2 of Directive (EU) 2016/797	EU Directive 2016/798 (v201023)
 SPLI-231	manufacturer	any natural or legal person who manufactures a product in the form of interoperability constituents, subsystems or vehicles, or has it designed or	EU Directive 2016/797 (v200528)

ID	Title	Description	Source Reference
		manufactured, and markets it under his name or trademark	
 SPLI-485	Market price	See Global price	TSI TAF (v190616)
 SPLI-938	MAX SAFE ANTENNA POSITION	The max safe antenna position differs from the max safe front end of the train by the distance between the active Eurobalise antenna and the end of the engine according to the train orientation plus, only in Supervised Manoeuvre mode, the max safe consist length in front of/in rear of the engine, depending on whether the train orientation is the same as/opposite to the active cab respectively	Subset-023 (v4.0.0)
 SPLI-939	MAX SAFE FRONT END	The maximum safe front end position differs from the estimated position by the Under-reading Amount in the distance measured from the LRBG/ORBG plus the Location Accuracy of the LRBG/ORBG plus, when relevant, the difference between the max safe consist length and nominal consist length in front of/in rear of the engine, depending on whether the train orientation is the same as/opposite to the active cab respectively	Subset-023 (v4.0.0)
 SPLI-1750	Maximum speed for RV	Maximum speed given from the ETCS trackside in RV.	TSI OPE (v230928)
 SPLI-1751	Maximum speed for SR	Maximum speed given from the ETCS trackside in SR.	TSI OPE (v230928)
 SPLI-940	MAY	Is permissible.	Subset-023 (v4.0.0)
 SPLI-597	MAY	This word, or the adjective 'OPTIONAL', means that an item is truly optional. One vendor may choose to include the item because a particular marketplace requires it or because the vendor feels that it enhances the product while another vendor may omit the same item. An implementation, which does not include a particular option, MUST be prepared to interoperate with another implementation, which does include the option, though	TSI TAP (v210418)










ID	Title	Description	Source Reference
		perhaps with reduced functionality. In the same vein an implementation, which does include a particular option, MUST be prepared to interoperate with another implementation, which does not include the option (except, of course, for the feature the option provides).	
 SPLI-1361	Mean contact force	Statistical mean value of the contact force	TSI ENE (v230928)
 SPLI-400	Mean contact force	Statistical mean value of the contact force	TSI ENE (v141118)
 SPLI-953	Mean Time Between Failure	Mean Time Between Failure	Subset-023 (v4.0.0)
 SPLI-401	Mean useful voltage train	Voltage identifying the dimensioning train and enables the effect on its performance to be quantified	TSI ENE (v141118)
 SPLI-402	Mean useful voltage zone	Voltage giving an indication of the quality of the power supply in a geographic zone during the peak traffic period in the timetable	TSI ENE (v141118)
 SPLI-1232	message	message	Subset-037 (v4.0.0)
 SPLI-941	MESSAGE	The combination of application data and protocol data that is transmitted by balise group, loop or radio to a train or from the train to trackside by radio.	Subset-023 (v4.0.0)
 SPLI-1169	MESSAGE AUTHENTICATION CODE	An authenticator which is sent with a message to enable the receiver to detect alterations made to the message since it left the sender and to verify that the source of the message is as claimed. The MAC is a function of the whole message and a secret key.	Subset-037 (v4.0.0)
 SPLI-954	Message Authentication Code	Message Authentication Code	Subset-023 (v4.0.0)
 SPLI-942	MESSAGE AUTHENTICATION CODE	Code to provide data origin authentication and data integrity.	Subset-023 (v4.0.0)
 SPLI-1175	Message Type Identifier	Message Type Identifier	Subset-037 (v4.0.0)
 SPLI-600	Metadata		TSI TAP (v210418)













ID	Title	Description	Source Reference
		<p>Simply put, is data about data. It describes data, software services, and other components contained in the enterprise information systems. Examples of the types of metadata include standard data definitions, location and routing information, and synchronisation management for distributing shared data.</p>	
 SPLI-486	Metadata	<p>This term simply means data about data. It describes data, software services, and other components contained in the enterprise information systems. Examples of the types of Metadata include standard data definitions, location and routing information, and synchronisation management for distributing shared data</p>	TSI TAF (v190616)
 SPLI-943	MIN SAFE ANTENNA POSITION	<p>The min safe antenna position differs from the min safe front end of the train by the distance between the active Eurobalise antenna and the end of the engine according to the train orientation plus, only in Supervised Manoeuvre mode, the min safe consist length in front of/in rear of the engine, depending on whether the train orientation is the same as/opposite to the active cab respectively</p>	Subset-023 (v4.0.0)
 SPLI-944	MIN SAFE FRONT END	<p>The minimum safe front end position differs from the estimated position by the Over-reading Amount in the distance measured from the LRBG/ORBG plus the Location Accuracy of the LRBG/ORBG plus, when relevant, the difference between the min safe consist length and nominal consist length in front of/in rear of the engine, depending on whether the train orientation is the same as/opposite to the active cab respectively</p>	Subset-023 (v4.0.0)
 SPLI-1362	Minimum contact wire height	<p>A minimum value of the contact wire height in the span in order to avoid the arcing between one or more contact wires and vehicles in all conditions</p>	TSI ENE (v230928)











ID	Title	Description	Source Reference
 SPLI-403	Minimum contact wire height	A minimum value of the contact wire height in the span in order to avoid the arcing between one or more contact wires and vehicles in all conditions	TSI ENE (v141118)
 SPLI-945	MINOR FAILURE	see Failure, Minor	Subset-023 (v4.0.0)
 SPLI-946	MISSION	An objective description of the fundamental task to be performed by a system. (3)	Subset-023 (v4.0.0)
 SPLI-947	MISSION, ETCS	Any train movement started under the supervision of an ERTMS/ETCS on-board equipment in one the following modes: FS, LS, SR, OS, SM, NL, UN, or SN. The ETCS mission is ended when any of the following modes is entered: SB, SH, NP	Subset-023 (v4.0.0)
 SPLI-1170	MNID list is a list of Mobile Network IDs.	MNID list is a list of Mobile Network IDs.	Subset-037 (v4.0.0)
 SPLI-955	Mobile Radio for Railway Networks in Europe	Mobile Radio for Railway Networks in Europe	Subset-023 (v4.0.0)
 SPLI-232	mobile subsystem	the rolling stock subsystem and the on-board control-command and signalling subsystem	EU Directive 2016/797 (v200528)
 SPLI-1176	Mobile Termination	Mobile Termination	Subset-037 (v4.0.0)
 SPLI-948	MODE	An operating state of the ERTMS/ETCS on-board equipment with a specified split of operational responsibilities between the ERTMS/ETCS system and the driver.	Subset-023 (v4.0.0)
 SPLI-1171	MODIFICATION (of a message)	Any unauthorised change of any part of a message.	Subset-037 (v4.0.0)
 SPLI-956	Most Relevant Displayed Target	Most Relevant Displayed Target	Subset-023 (v4.0.0)
 SPLI-949	MOST RESTRICTIVE SPEED PROFILE	The speed which a train must not exceed. It is the lowest speed taking into account all the various speed profiles.	Subset-023 (v4.0.0)
 SPLI-1443	moveable step	retractable device integrated into the vehicle lower than the door threshold level, fully automatic and activated in conjunction with the door opening/closing sequences.	TSI PRM (v230928)










ID	Title	Description	Source Reference
 SPLI-1752	Movement Authority	Movement Authority	TSI OPE (v230928)
 SPLI-950	MOVEMENT AUTHORITY	Permission for a train to run to a specific location within the constraints of the infrastructure.	Subset-023 (v4.0.0)
 SPLI-1753	Movement Authority (MA)	Permission for a train (shunting composition) to move to a specific location with supervision of speed.	TSI OPE (v230928)
 SPLI-951	MOVING BLOCK	<p>A block whose length is defined by the position of the train occupying the section of track ahead.</p> <p>The minimum block length would be from the rear most part of the occupying train to a point on the track where, if the train braked from its current speed, the front of the occupying train would be when the train came to a stand.</p>	Subset-023 (v4.0.0)
 SPLI-1407	Multi-rail track	Track with more than two rails, where at least two pairs of respective rails are designed to be operated as separate single tracks, with or without different track gauges.	TSI INF (v230928)
 SPLI-693	Multi-rail track	Track with more than two rails, where at least two pairs of respective rails are designed to be operated as separate single tracks, with or without different track gauges.	TSI INF (v141118)
 SPLI-728	Multiple operation	<p>an operational formation consisting of more than one unit:</p> <ul style="list-style-type: none"> — Trainsets designed so that several of them (of the type under assessment) are capable of being coupled together to operate as a single train controlled from 1 driver's cab. — Locomotives designed so that several of them (of the type under assessment) are capable of being included in a single train controlled from 1 driver's cab. 	TSI LOCPAS (v200311)
 SPLI-952	MULTIPLE UNITS		Subset-023 (v4.0.0)






ID	Title	Description	Source Reference
		Two or more traction units in service, mechanically, pneumatically and electrically coupled, which are operated by one driver.	
 SPLI-598	MUST	This word, or the terms 'REQUIRED' or 'SHALL', mean that the definition is an absolute requirement of the specification.	TSI TAP (v210418)
 SPLI-599	MUST NOT	This phrase, or the phrase 'SHALL NOT', means that the definition is an absolute prohibition of the specification.	TSI TAP (v210418)
 SPLI-233	national accreditation body	a national accreditation body as defined in point (11) of Article 2 of Regulation (EC) No 765/2008	EU Directive 2016/797 (v200528)
 SPLI-1177	National Add-on	The feature is a matter of national railway specification. Interoperability must not be influenced.	Subset-037 (v4.0.0)
 SPLI-1756	National instruction	An instruction defined at national level or by an infrastructure manager which covers situations specific to a Class B system or the transition between class A and class B systems.	TSI OPE (v230928)
 SPLI-329	National instruction	An instruction defined at national level or by an infrastructure manager which covers situations specific to a Class B system or the transition between class A and class B systems.	TSI OPE (v220105)
 SPLI-278	national rules	all binding rules adopted in a Member State, irrespective of the body issuing them, which contain railway safety or technical requirements, other than those laid down by Union or international rules, and which are applicable within that Member State to railway undertakings, infrastructure managers or third parties	EU Directive 2016/798 (v201023)
 SPLI-234	national rules	all binding rules adopted in a Member State, irrespective of the body issuing them, which contain railway safety or technical requirements, other than those laid down by Union or international rules which are applicable within that Member State to	EU Directive 2016/797 (v200528)

ID	Title	Description	Source Reference
		railway undertakings, infrastructure managers or third parties	
 SPLI-279	national safety authority	(a) the national body entrusted with the tasks regarding railway safety in accordance with this Directive; (b) any body entrusted by several Member States with the tasks referred to in point (a) in order to ensure a unified safety regime; (c) any body entrusted by a Member State and a third country with the tasks referred to in point (a) in order to ensure a unified safety regime, provided that the Union has concluded an agreement to this effect with the third country concerned or that that Member State has concluded such agreement in accordance with an empowerment granted by the Union to that effect;	EU Directive 2016/798 (v201023)
 SPLI-235	national safety authority	a safety authority as defined in point (7) of Article 3 of Directive (EU) 2016/798	EU Directive 2016/797 (v200528)
 SPLI-1754	National System	National System	TSI OPE (v230928)
 SPLI-957	NATIONAL SYSTEM MODE	ERTMS/ETCS on-board equipment mode in which the supervision of the train is ensured by a National System.	Subset-023 (v4.0.0)
 SPLI-964	National Train Control	National Train Control	Subset-023 (v4.0.0)
 SPLI-1755	National Train Control system	National Train Control system	TSI OPE (v230928)
 SPLI-958	NATIONAL TRAIN CONTROL SYSTEM	A previously installed train control system defined as Class B system in CCS TSI.	Subset-023 (v4.0.0)
 SPLI-959	NATIONAL VALUES	Values that are transmitted to a train when entering the infrastructure of an administration related to rules and regulations of that administration. National values may be changed within an administrations area.	Subset-023 (v4.0.0)
 SPLI-236	network	the lines, stations, terminals, and all kinds of fixed equipment needed to ensure safe	







ID	Title	Description	Source Reference
		and continuous operation of the Union rail system	EU Directive 2016/797 (v200528)
 SPLI-187	network	the entire railway infrastructure managed by an infrastructure manager	EU Directive 2012/34 (v190101)
 SPLI-1178	Network Protocol Data Unit	Network Protocol Data Unit	Subset-037 (v4.0.0)
 SPLI-1179	Network Service Access Point	Network Service Access Point	Subset-037 (v4.0.0)
 SPLI-1180	Network Service Data Unit	Network Service Data Unit	Subset-037 (v4.0.0)
 SPLI-188	network statement	the statement which sets out in detail the general rules, deadlines, procedures and criteria for charging and capacity-allocation schemes, including such other information as is required to enable applications for infrastructure capacity	EU Directive 2012/34 (v190101)
 SPLI-1181	Network Termination	Network Termination	Subset-037 (v4.0.0)
 SPLI-960	NO POWER MODE	ERTMS/ETCS on-board equipment mode in which the on-board equipment is not powered and the emergency brake is commanded.	Subset-023 (v4.0.0)
 SPLI-330	Noise	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	TSI OPE (v220105)
 SPLI-1363	Nominal contact wire height	A nominal value of the contact wire height at a support in the normal conditions	TSI ENE (v230928)
 SPLI-404	Nominal contact wire height	A nominal value of the contact wire height at a support in the normal conditions	TSI ENE (v141118)
 SPLI-1408	Nominal track gauge	A single value which identifies the track gauge but may differ from the design track gauge.	TSI INF (v230928)
 SPLI-694	Nominal track gauge		TSI INF (v141118)







ID	Title	Description	Source Reference
		A single value which identifies the track gauge but may differ from the design track gauge.	
 SPLI-1364	Nominal voltage	Voltage by which an installation or part of an installation is designated	TSI ENE (v230928)
 SPLI-405	Nominal voltage	Voltage by which an installation or part of an installation is designated	TSI ENE (v141118)
 SPLI-965	Non Leading mode	Non Leading mode	Subset-023 (v4.0.0)
 SPLI-961	NON-EQUIPPED LINE	A line without operational trackside Automatic Train Protection system.	Subset-023 (v4.0.0)
 SPLI-488	Non-integrated Reservation Tickets	This is a way of selling train tickets meant for international or foreign sales, where the issuer can produce the ticket locally, without any online transaction with an attributing system. The NRT tickets are always open tickets, i.e. the contract of carriage is valid on any NRT train serving the route marked on the ticket, within a defined validity period. To issue a NRT ticket the issuer needs a list of OD's (series) and one or more tables of prices corresponding to distance ranges. Reservations can (in some cases must) be purchased together with the ticket	TSI TAF (v190616)
 SPLI-1757	Non-Leading mode	Non-Leading mode	TSI OPE (v230928)
 SPLI-962	NON-LEADING MODE	ERTMS/ETCS on-board equipment mode when it is connected to an active cab which is not in the leading engine of the train.	Subset-023 (v4.0.0)
 SPLI-1758	Non-stopping area	Area defined by the Infrastructure Manager where it may not be safe or suitable to stop a train.	TSI OPE (v230928)
 SPLI-963	NON-VITAL	A description applied to those parts of the signalling system whose failure or non-availability does not directly endanger rail traffic or reduce the integrity of the signalling system.	Subset-023 (v4.0.0)
 SPLI-1409	Normal service	The railway operating to a planned timetable service.	TSI INF (v230928)




ID	Title	Description	Source Reference
 SPLI-1365	Normal service	Planned timetable service	TSI ENE (v230928)
 SPLI-695	Normal service	The railway operating to a planned timetable service.	TSI INF (v141118)
 SPLI-406	Normal service	Planned timetable service	TSI ENE (v141118)
 SPLI-489	Notified bodies	Means the bodies which are responsible for assessing the conformity or suitability for use of the Interoperability Constituents or for appraising the EC procedure for verification of the subsystems	TSI TAF (v190616)
 SPLI-487	NRT train	Means a train that a passenger can board having bought a NRT ticket, in the case of international or foreign sales	TSI TAF (v190616)
 SPLI-1432	Obstacle-free route	An obstacle-free route is a link between two or more public areas dedicated to the transport of passengers such as specified in point 2.1.1. It can be navigated by all persons with disabilities and reduced mobility. In order to achieve this, the route can be divided to better meet the needs of all persons with disabilities and reduced mobility. The combination of all the parts of the obstacle free route constitutes the route accessible for all persons with disabilities and reduced mobility.	TSI PRM (v230928)
 SPLI-380	Obstacle-free route	An obstacle-free route is a link between two or more public areas dedicated to the transport of passengers such as specified in point 2.1.1. It can be navigated by all persons with disabilities and reduced mobility. In order to achieve this, the route can be divided to better meet the needs of all persons with disabilities and reduced mobility. The combination of all the parts of the obstacle free route constitutes the route accessible for all persons with disabilities and reduced mobility.	TSI PRM (v230126)
 SPLI-966	OCCUPIED	A track section having any part of a train present upon it.	Subset-023 (v4.0.0)
 SPLI-967			Subset-023 (v4.0.0)









ID	Title	Description	Source Reference
	ODOMETER ACCURACY	The extent to which the odometer might make underestimation/overestimation in measuring the movement of the train.	
 SPT2ARC-1829	Odometry	This term represents the odometry functionality as specified in the CCS TSI 2023. According to the glossary (SUBSET-23, TSI 2023): Odometry is the process of measuring the train's movement along the track. Used for speed measurement and distance measurement.	
 SPLI-968	ODOMETRY	The process of measuring the train's movement along the track. Used for speed measurement and distance measurement.	Subset-023 (v4.0.0)
 SPLI-969	ODOMETRY REFERENCE LOCATION	The reference location to which refers the train based odometer distance reading.	Subset-023 (v4.0.0)
 SPLI-970	OFF-LINE KMS	KMS where distribution, deletion or updating of key entries requires staff intervention on the target device.	Subset-023 (v4.0.0)
 SPLI-490	Offer	See availability	TSI TAF (v190616)
 SPLI-491	Official website	Means the company's public website where commercial information is released to the customer. The website shall be machine readable by respecting web content accessibility guidelines	TSI TAF (v190616)
 SPLI-1759	On Sight mode	On Sight mode	TSI OPE (v230928)
 SPLI-971	ON SIGHT MODE	ERTMS/ETCS on-board equipment mode that gives the driver partial responsibility for the safe control of his train. In this mode the train possesses a movement authority but the track ahead might be occupied by another train.	Subset-023 (v4.0.0)
 SPLI-729	On track Machines	vehicles specially designed for construction and maintenance of the track and infrastructure. OTMs are used in different	TSI LOCPAS (v200311)












ID	Title	Description	Source Reference
		modes: working mode, transport mode as self-propelling vehicle, transport mode as a hauled vehicle	
 SPLI-372	On-board control-command and signalling	all the on-board equipment required to ensure safety and to command and control movements of trains authorised to travel on the network	TSI CCS (v230810)
 SPLI-972	ON-BOARD EQUIPMENT	The equipment carried on the train with the aim of supervising vehicle operation.	Subset-023 (v4.0.0)
 SPLI-1433	On-board lift	a device integrated in the doorway area of a vehicle that shall be able to overcome the maximum height difference between the vehicle floor and the station platform where operated.	TSI PRM (v230928)
 SPLI-1434	On-board ramp	a device that is positioned between the vehicle door threshold and the platform. It can be manual, semi-automatic or automatic.	TSI PRM (v230928)
 SPLI-973	ON-BOARD RECORDING DEVICE	A device (outside the ERTMS/ETCS on-board equipment) that records and stores data for subsequent analysis (e.g. further to a train accident).	Subset-023 (v4.0.0)
 SPLI-1239	On-board systems	<p>systems assisting the driver to observe line-side signalling and in cab signalling and thus providing protection of danger points and enforcement of speed limits. On-board TPSs are described as follows:</p> <p>(a) Warning, providing automatic warning to driver.</p> <p>(b) Warning and automatic stop, providing automatic warning to driver and automatic stop when passing a signal at danger.</p> <p>(c) Warning and automatic stop and discrete supervision of speed, providing protection of danger points, where 'discrete supervision of speed' means supervision of speed at certain locations (speed traps) at the approach of a signal.</p> <p>(d) Warning and automatic stop and continuous supervision of speed, providing</p>	EU Directive 2016/798 (v201023)











ID	Title	Description	Source Reference
		<p>protection of danger points and continuous supervision of the speed limits of the line, where 'continuous supervision of speed' means continuous indication and enforcement of the maximal allowed target speed on all sections of the line.</p> <p>Type (d) is regarded as Automatic Train Protection (ATP) system.</p>	
 SPLI-974	ON-BOARD UNIT	See ERTMS/ETCS ON-BOARD EQUIPMENT.	Subset-023 (v4.0.0)
 SPLI-1366	On-ground energy data collecting system (data collecting service)	On-ground service collecting the CEBD from an Energy Measurement System	TSI ENE (v230928)
 SPLI-407	On-ground energy data collecting system (data collecting service)	On-ground service collecting the CEBD from an Energy Measurement System	TSI ENE (v141118)
 SPLI-975	ON-LINE KMS	KMS allowing remote distribution, deletion or updating of key entries in the target device.	Subset-023 (v4.0.0)
 SPLI-602	One Stop Shop	<p>An international partnership between rail Infrastructure Managers providing a single point of contact for rail customers for the purposes of:</p> <ul style="list-style-type: none"> — Ordering specified train paths in international freight traffic, — Monitoring the entire train movement, — Generally also invoicing track access charges on behalf of IMs. 	TSI TAP (v210418)
 SPLI-492	One stop shop	<p>An international partnership between rail infrastructure managers providing a single point of contact for rail customers for the purposes of:</p> <ul style="list-style-type: none"> ordering specified train paths in international freight traffic, monitoring the movement of the entire train, generally also invoicing track access charges on behalf of infrastructure managers 	TSI TAF (v190616)
 SPLI-603	Open Access mode	Mode of train operation where only one RU is involved, which runs the train on various	TSI TAP (v210418)










ID	Title	Description	Source Reference
		infrastructures. This RU contracts the needed paths with all involved IMs.	
 SPLI-1182	Open System Interconnection	Open System Interconnection	Subset-037 (v4.0.0)
 SPLI-976	OPERATED SYSTEM VERSION	<p>For both trackside and on-board, to operate a system version means to comply with the requirements from all TSI annex A documents, which are applicable to this system version and to the concerned subsystem.</p> <p>The operated system version is ordered by trackside; however, to operate a system version number X within a delimited trackside area only means that an on-board equipment running on this area shall behave according to the set of requirements applicable to the system version number X.Y where X is the one ordered by trackside and Y is the system version number Y (which may be different from the one ordered by trackside) operated by the on-board within this version X.</p>	Subset-023 (v4.0.0)
 SPLI-1760	Operating Language	The language or languages used in daily operation an infrastructure manager and published in its Network Statement, for the communication of operational or safety related messages between the staff of the infrastructure manager and the railway undertaking.	TSI OPE (v230928)
 SPLI-331	Operating Language	The language or languages used in daily operation an infrastructure manager and published in its Network Statement, for the communication of operational or safety related messages between the staff of the infrastructure manager and the railway undertaking.	TSI OPE (v220105)
 SPLI-1183	Operation and Maintenance	Operation and Maintenance	Subset-037 (v4.0.0)
 SPLI-1761		Operation and Traffic Management	TSI OPE (v230928)











ID	Title	Description	Source Reference
	Operation and Traffic Management		
 SPLI-332	Operation and Traffic Management	Operation and Traffic Management	TSI OPE (v220105)
 SPLI-189	operation of the railway infrastructure	train path allocation, traffic management and infrastructure charging	EU Directive 2012/34 (v190101)
 SPLI-1762	Operational instruction	Formal information exchanged between signaller and train driver so as to ensure/continue railway operation in specific situations. The operational instruction exists at both national and European levels.	TSI OPE (v230928)
 SPLI-333	Operational instruction	Formal information exchanged between signaller and train driver so as to ensure/continue railway operation in specific situations. The operational instruction exists at both national and European levels.	TSI OPE (v220105)
 SPLI-190	operator of service facility	any public or private entity responsible for managing one or more service facilities or supplying one or more services to railway undertakings referred to in points 2 to 4 of Annex II	EU Directive 2012/34 (v190101)
 SPLI-1184	Optional feature/Option	The feature might be provided or not. If provided, it has to be provided as specified. Optional features are not required. Interoperability between EuroRadio systems providing and not providing the optional feature has to be guaranteed. Otherwise, the option has to be deactivated.	Subset-037 (v4.0.0)
 SPLI-1763	Organisation for Cooperation between Railways	Organisation for Cooperation between Railways	TSI OPE (v230928)
 SPLI-334	Organisation for Cooperation between Railways	Organisation for Cooperation between Railways	TSI OPE (v220105)
 SPLI-1264	other (accident)	any accident other than a collision of train with rail vehicle, collision of train with obstacle within the clearance gauge, derailment of train, level crossing accident,	EU Directive 2016/798 (v201023)

ID	Title	Description	Source Reference
		an accident to person involving rolling stock in motion or a fire in rolling stock	
 SPLI-159	other crew members performing safety-critical tasks	staff on board the train who are not train drivers but who help to ensure the safety of the train and of the passengers and goods being transported	EU Directive 2007/59 (v190708)
 SPLI-1265	other person at a platform	any person at a railway platform who is not defined as 'passenger', 'employee or contractor', 'level crossing user', 'other person not at a platform' or 'trespasser'	EU Directive 2016/798 (v201023)
 SPLI-1266	other person not at a platform	any person not at a railway platform who is not defined as 'passenger', 'employee or contractor', 'level crossing user', 'other person at a platform' or 'trespasser'	EU Directive 2016/798 (v201023)
 SPLI-977	OTHER REFERENCE BALISE GROUP	The ORBG is a balise group different from the LRBG, which is used as a common location reference between the ERTMS/ETCS on-board and trackside equipment.	Subset-023 (v4.0.0)
 SPLI-978	OVER-READING AMOUNT	The distance the train may have travelled less far than the estimated position. The distance is estimated by the ERTMS/ETCS on-board equipment taking into account the odometer inaccuracy plus the error for the detection of a balise location, as defined in the Eurobalise specifications.	Subset-023 (v4.0.0)
 SPLI-1367	Overhead contact line	Contact line placed above (or beside) the upper limit of the vehicle gauge and supplying vehicles with electric energy through roof-mounted current collection equipment	TSI ENE (v230928)
 SPLI-408	Overhead contact line	Contact line placed above (or beside) the upper limit of the vehicle gauge and supplying vehicles with electric energy through roof-mounted current collection equipment	TSI ENE (v141118)
 SPLI-979	OVERLAP	The section of line in advance of a stop signal that must be unoccupied and, where necessary, locked before and during a signalled running movement to the rear of	Subset-023 (v4.0.0)










ID	Title	Description	Source Reference
		the signal to avoid an accident if the train brakes do not perform as well as expected and the train passes the END OF MOVEMENT AUTHORITY.	
 SPLI-1764	Override EOA speed	Maximum speed when the override EOA function is active.	TSI OPE (v230928)
 SPLI-980	PACKET	Packets are multiple variables grouped into a single unit with a defined internal structure. Packets are part of telegrams and messages.	Subset-023 (v4.0.0)
 SPLI-1189	Packet Data Network	Packet Data Network	Subset-037 (v4.0.0)
 SPLI-1190	Packet Data Protocol	Packet Data Protocol	Subset-037 (v4.0.0)
 SPLI-1191	Packet Switched	Packet Switched	Subset-037 (v4.0.0)
 SPLI-1192	Packet Switched Data	Packet Switched Data	Subset-037 (v4.0.0)
 SPLI-1185	PADDING	The information used to fill the unused part of a message to fill the block size.	Subset-037 (v4.0.0)
 SPLI-981	PANTOGRAPH	Device for transmitting power from the overhead catenary to the train.	Subset-023 (v4.0.0)
 SPLI-982	PARTIAL SUPERVISION MODES	<p>A defined set of ERTMS/ETCS on-board equipment modes used where insufficient track data is available to allow full supervision. The set of partially supervised modes are as follows :</p> <ul style="list-style-type: none"> • limited supervision • unfitted mode • on sight mode • staff responsible mode • shunting • post trip mode • reversing 	Subset-023 (v4.0.0)
 SPLI-1267	passage	any route, other than a road, provided for the passage of people, animals, vehicles or machinery	EU Directive 2016/798 (v201023)
 SPLI-1765	Passenger	Person (other than an employee with specific duties on the train) travelling by train or on railway property before or after a train journey.	TSI OPE (v230928)










ID	Title	Description	Source Reference
 SPLI-1268	passenger	any person, excluding a member of the train crew, who makes a trip by rail, including a passenger trying to embark onto or disembark from a moving train for accident statistics only	EU Directive 2016/798 (v201023)
 SPLI-493	Passenger	Means a person who intends to make, or is making, or has made a journey using the transport services and other services of one or more railway undertakings May be different from customer (see customer)	TSI TAF (v190616)
 SPLI-335	Passenger	Person (other than an employee with specific duties on the train) travelling by train or on railway property before or after a train journey.	TSI OPE (v220105)
 SPLI-730	Passenger area	area to which passengers have access without particular authorisation	TSI LOCPAS (v200311)
 SPLI-745	passenger train	an operational formation accessible to passengers (a train composed of passenger vehicles but not accessible to passengers is not considered as a passenger train)	TSI LOCPAS (v200311)
 SPLI-1766	Passenger train braking mode	Passenger train braking mode	TSI OPE (v230928)
 SPLI-1269	passenger-km	the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account.	EU Directive 2016/798 (v201023)
 SPLI-1270	passive level crossing	a level crossing without any form of warning system or protection activated when it is unsafe for the user to traverse the crossing	EU Directive 2016/798 (v201023)
 SPLI-1410	Passive provision	Provision for the future construction of a physical extension to a structure (for example: increased platform length).	TSI INF (v230928)
 SPLI-696	Passive provision	Provision for the future construction of a physical extension to a structure (for example: increased platform length).	TSI INF (v141118)












ID	Title	Description	Source Reference
 SPLI-991	Passive Shunting mode	Passive Shunting mode	Subset-023 (v4.0.0)
 SPLI-606	Path	Path means the infrastructure capacity needed to run a train between two places over a given time-period (Route defined in time and space).	TSI TAP (v210418)
 SPLI-494	Path	Means the infrastructure capacity needed to run a train between two places over a given time-period (route defined in time and space)	TSI TAF (v190616)
 SPLI-607	Path assembly	Joining up of individual train paths to extend path in terms of time and space.	TSI TAP (v210418)
 SPLI-495	Path number	Means the number of the defined train path	TSI TAF (v190616)
 SPT3TMS-13976	Pay Load Type	The contents loaded in a train. e.g., Dangerous goods is a type of the payload	
 SPLI-496	Payment	Means the transfer of wealth from one party (such as a customer) to another (such as a distributor). A payment is usually made in exchange for the provision of transport or service	TSI TAF (v190616)
 SPLI-608	Peer-to-Peer	The term 'peer-to-peer' refers to a class of systems and applications that employ distributed resources to perform a critical function in a decentralised manner. The resources encompass computing power, data (storage and content), network bandwidth, and presence (computers, human, and other resources). The critical function can be distributed computing, data/content sharing, communication and collaboration, or platform services. Decentralisation may apply to algorithms, data, and metadata, or to all of them. This does not preclude retaining centralisation in some parts of the systems and applications if it meets their requirements.	TSI TAP (v210418)
 SPLI-497	Peer-to-Peer	Means a class of systems and applications that employ distributed resources to	TSI TAF (v190616)











ID	Title	Description	Source Reference
		perform a critical function in a decentralised manner	
 SPLI-1767	Performance monitoring	The systematic observation and recording of the performance of the train service and the infrastructure for the purpose of bringing about improvements in the performance of both.	TSI OPE (v230928)
 SPLI-336	Performance monitoring	The systematic observation and recording of the performance of the train service and the infrastructure for the purpose of bringing about improvements in the performance of both.	TSI OPE (v220105)
 SPLI-1411	Performance Parameter	Parameter describing a TSI Category of Line used as the basis for the design of infrastructure subsystem elements and as the indication of the performance level of a line.	TSI INF (v230928)
 SPLI-697	Performance Parameter	Parameter describing a TSI Category of Line used as the basis for the design of infrastructure subsystem elements and as the indication of the performance level of a line.	TSI INF (v141118)
 SPLI-983	PERMISSIVE SIGNAL	A signal aspect or a signal identification, which enables a main signal to be passed at danger under special conditions, without specific permission from the signalman.	Subset-023 (v4.0.0)
 SPLI-992	Permitted Braking Distance Speed Restriction	Permitted Braking Distance Speed Restriction	Subset-023 (v4.0.0)
 SPLI-1768	Permitted speed	Maximum speed at which a train can run without ETCS warning and/or brake intervention.	TSI OPE (v230928)
 SPLI-984	PERMITTED SPEED	The speed limit at which a train is allowed to proceed without ERTMS/ETCS warning and / or intervention.	Subset-023 (v4.0.0)
 SPLI-993	Permitted speed supervision limit	Permitted speed supervision limit	Subset-023 (v4.0.0)
 SPLI-237	person with disabilities		


ID	Title	Description	Source Reference
		'person with disabilities' and 'person with reduced mobility' shall include any person who has a permanent or temporary physical, mental, intellectual or sensory impairment which, in interaction with various barriers, may hinder the full and effective use by that person of transport on an equal basis with other passengers or whose mobility when using transport is reduced due to age	EU Directive 2016/797 (v200528)
 SPLI-1435	Person with disabilities and person with reduced mobility	any person who has a permanent or temporary physical, mental, intellectual or sensory impairment which, in interaction with various barriers, may hinder their full and effective use of transport on an equal basis with other passengers or whose mobility when using transport is reduced due to age	TSI PRM (v230928)
 SPLI-381	Person with disabilities and person with reduced mobility	any person who has a permanent or temporary physical, mental, intellectual or sensory impairment which, in interaction with various barriers, may hinder their full and effective use of transport on an equal basis with other passengers or whose mobility when using transport is reduced due to age	TSI PRM (v230126)
 SPLI-498	Person with reduced mobility	Means any person whose mobility when using transport is reduced due to any physical disability (sensory or locomotory, permanent or temporary), intellectual disability or impairment, or any other cause of disability, or as a result of age, and whose situation needs appropriate attention and adaptation to its particular needs of the service made available to all passengers	TSI TAF (v190616)
 SPLI-238	person with reduced mobility	'person with disabilities' and 'person with reduced mobility' shall include any person who has a permanent or temporary physical, mental, intellectual or sensory impairment which, in interaction with various barriers, may hinder the full and	EU Directive 2016/797 (v200528)


ID	Title	Description	Source Reference
		effective use by that person of transport on an equal basis with other passengers or whose mobility when using transport is reduced due to age	
 SPLI-337	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	TSI OPE (v220105)
 SPLI-609	Place of delivery	Place where the delivery happens (departure rail station to be given). A place where responsibility for the wagon is changed.	TSI TAP (v210418)
 SPLI-610	Place of departure	Place from which a means of transport is scheduled to depart or has departed.	TSI TAP (v210418)
 SPLI-611	Place of destination Place of arrival	Place at which the means of transport is due to arrive or has arrived.	TSI TAP (v210418)
 SPLI-239	placing in service	all the operations by which a subsystem is put into its operational service	EU Directive 2016/797 (v200528)
 SPLI-240	placing on the market	the first making available on the Union's market of an interoperability constituent, subsystem or vehicle ready to function in its design operating state	EU Directive 2016/797 (v200528)
 SPLI-1412	Plain line	Section of track without switches and crossings.	TSI INF (v230928)
 SPLI-698	Plain line	Section of track without switches and crossings.	TSI INF (v141118)
 SPLI-612	Planning IM	<p>The Planning IM (PIM) is the Infrastructure Manager who is responsible for elaboration and allocation of a path. The responsibility area of PIM is defined by handover points e.g. used as first/last journey location in Path Information of Path Request Message or of an offered/booked path.</p> <p>In most cases, the RIM will be the same entity as the Planning IM. However, for some locations and/or some trains, path</p>	TSI TAP (v210418)









ID	Title	Description	Source Reference
		elaboration and also traffic monitoring in operations may also be delegated to another IM.	
 SPLI-499	Platform	Means the area at a station to alight from/ board trains	TSI TAF (v190616)
 SPLI-985	POINT	A section of track equipped so that train routes may converge or diverge.	Subset-023 (v4.0.0)
 SPLI-1413	Point retraction	The reference line in a fixed common crossing can deviate from the theoretical reference line. From a certain distance to the crossing point, the reference line of the vee can, depending on the design, be retracted from this theoretical line away from the wheel flange in order to avoid contact between both elements. This situation is described in Figure 2.	TSI INF (v230928)
 SPLI-699	Point retraction	The reference line in a fixed common crossing can deviate from the theoretical reference line. From a certain distance to the crossing point, the reference line of the vee can, depending on the design, be retracted from this theoretical line away from the wheel flange in order to avoid contact between both elements. This situation is described in Figure 2.	TSI INF (v141118)
 SPLI-1193	Point to Point Protocol	Point to Point Protocol	Subset-037 (v4.0.0)
 SPLI-151	Polarion Work Item of Type Definition	Polarion Work Item of Type Definition	
 SPLI-152	Polarion Work Item of Type Reference	Polarion Work Item of Type Reference	
 SPLI-986	POSSESSION, OF SIGNALLING EQUIPMENT	The disconnection or restriction of use of signalling equipment agreed between maintenance and operations staff to enable work to be carried out on the equipment.	Subset-023 (v4.0.0)
 SPLI-987	POST TRIP MODE	ERTMS/ETCS on-board equipment mode that is entered after a train trip when the train has been brought to a stand and the driver has acknowledged the situation.	Subset-023 (v4.0.0)








ID	Title	Description	Source Reference
 SPLI-731	Power Head	Power Unit when located at one end of the trainset and fitted with a driving cab.	TSI LOCPAS (v200311)
 SPLI-732	Power Unit	powered vehicle with or without driving cab, which is not intended to be uncoupled during normal operation	TSI LOCPAS (v200311)
 SPLI-613	Pre-departure Period	Is the delta time before the scheduled time of departure. The pre-departure period starts at scheduled time of departure minus delta time and ends at the scheduled time of departure.	TSI TAP (v210418)
 SPLI-746	predefined formation(s)	a train formation(s) of several units coupled together, which is defined at design stage and can be reconfigured during operation	TSI LOCPAS (v200311)
 SPLI-614	Primary data	Basic data as reference data input for messages or as the basis for functionality and calculation of derived data.	TSI TAP (v210418)
 SPLI-500	Primary data	Means the basic data as reference data input for messages or as the basis for functionality and calculation of derived data	TSI TAF (v190616)
 SPLI-1769	Proceed aspect	Any signal aspect which permits the driver to pass the signal.	TSI OPE (v230928)
 SPLI-988	PROCEED ASPECT	Any signal aspect which permits the driver to pass the signal.	Subset-023 (v4.0.0)
 SPLI-501	Product	Means a type of train with determined types of services (e.g. high speed, bicycle storage places, PRM accommodation, couchette and/or sleeping cars, dining cars, take-away facilities, etc.) which are linked to relevant prices and may be linked to specific conditions	TSI TAF (v190616)
 SPLI-241	product	a product obtained through a manufacturing process, including interoperability constituents and subsystems	EU Directive 2016/797 (v200528)
 SPPRAMSS-11146	Product data Management	Product data management (PDM) is the name of a business function within product lifecycle management (PLM) that denotes the management and publication of product data.[1] In software engineering, this is	







ID	Title	Description	Source Reference
		known as version control. The goals of product data management include ensuring all stakeholders share a common understanding, that confusion during the execution of the processes is minimized, and that the highest standards of quality controls are maintained. PDM should not be confused with product information management (PIM).	
 SPLI-373	Production phase for CCS On-Board Subsystem	The production phase is the period during which the CCS on-board subsystem may be placed on the market on the basis of an EC declaration of verification referring to a valid EC type or design examination certificate.	TSI CCS (v230810)
 SPLI-242	project at an advanced stage of development	any project the planning or construction stage of which has reached a point where a change in the technical specifications may compromise the viability of the project as planned	EU Directive 2016/797 (v200528)
 SPLI-1770	Propelling	Movement of a train where the driver is not in the leading cab of the leading vehicle.	TSI OPE (v230928)
 SPLI-989	PROTECTED WRONG SIDE FAILURE	A wrong side failure where another part of the signalling system provides an acceptable level of protection.	Subset-023 (v4.0.0)
 SPLI-1194	Protocol Data Unit	Protocol Data Unit	Subset-037 (v4.0.0)
 SPLI-1186	PS MODE	Packet switched transmission mode shares radio transmission resources between several logical connections.	Subset-037 (v4.0.0)
 SPLI-1187	PS SERVICE SETUP	GPRS attach followed by PDP context activation, as described in ANNEX G.	Subset-037 (v4.0.0)
 SPLI-1188	PS STATUS	Status of the PS service setup: it's successful or OK only if PS service setup is successful.	Subset-037 (v4.0.0)
 SPLI-994	Public Key Infrastructure	Public Key Infrastructure	Subset-023 (v4.0.0)
 SPLI-990	PUBLIC KEY INFRASTRUCTURE	Set of hardware, software, people, policies, and procedures needed to create, manage,	Subset-023 (v4.0.0)




ID	Title	Description	Source Reference
		distribute, use, store, and revoke digital certificates and manage public key encryption with the purpose to facilitate the secure transfer of information for a range of network activities.	
 SPLI-605	Public key infrastructure	Public key infrastructure	TSI TAP (v210418)
 SPLI-191	public private partnership	a binding arrangement between public bodies and one or more undertakings other than the main infrastructure manager of a Member State, under which the undertakings partially or totally construct and/or fund railway infrastructure, and/or acquire the right to exercise any of the functions listed in point (2) for a predefined period of time. The arrangement may take any appropriate legally binding form foreseen in national legislation	EU Directive 2012/34 (v190101)
 SPLI-1195	Public Switched Telephone Network	Public Switched Telephone Network	Subset-037 (v4.0.0)
 SPLI-502	Publish	Means the publishing of information or data where no access control shall be applied	TSI TAF (v190616)
 SPLI-615	Put into Service	A procedure dependent on the technical approval of a wagon and a contract for use with a RU, which allows commercial operation of the wagon.	TSI TAP (v210418)
 SPLI-1771	Qualification	The physical and psychological suitability for the task together with the required knowledge.	TSI OPE (v230928)
 SPLI-338	Qualification	The physical and psychological suitability for the task together with the required knowledge.	TSI OPE (v220105)
 SPLI-1196	Quality of Service	Quality of Service	Subset-037 (v4.0.0)
 SPLI-1772	Radio Block Centre	Radio Block Centre	TSI OPE (v230928)
 SPLI-995	RADIO BLOCK CENTRE	A centralised safety unit that receives train position information via radio and sends movement authorities via radio to trains.	Subset-023 (v4.0.0)
 SPLI-1773			TSI OPE (v230928)

ID	Title	Description	Source Reference
	Radio Block Centre (RBC)	ETCS trackside centralised unit controlling ETCS train movements in level 2.	
 SPLI-1775	Radio communication	Exchange of information between the ETCS on-board and the RBC/radio infill unit.	TSI OPE (v230928)
 SPLI-1197	RADIO COMMUNICATION SYSTEM	A radio transmission system providing data communication services via open networks. It can be completed by an safety related transmission system to ensure safe data transmission.	Subset-037 (v4.0.0)
 SPLI-1774	Radio Emergency Call	Radio Emergency Call	TSI OPE (v230928)
 SPLI-1776	Radio hole	A pre-defined area where it is not possible to establish a reliable radio communication channel.	TSI OPE (v230928)
 SPLI-996	RADIO HOLE	A known area where it is not possible to establish or maintain a reliable radio connection.	Subset-023 (v4.0.0)
 SPLI-1018	Radio In-fill Unit	Radio In-fill Unit	Subset-023 (v4.0.0)
 SPLI-997	RADIO INFILL UNIT	A unit which provides a semi-continuous infill function via GSM-R.	Subset-023 (v4.0.0)
 SPLI-998	RADIO NETWORK TYPE, ETCS	The radio communication network(s) (FRMCS, FRMCS+GSM-R, GSM-R) with which the trackside is equipped for bi-directional data communication between the ETCS on-board equipment and RBCs.	Subset-023 (v4.0.0)
 SPLI-1414	Rail inclination	An angle defining the inclination of the head of a rail when installed in the track relative to the plane of the rails (running surface), equal to the angle between the axis of symmetry of the rail (or of an equivalent symmetrical rail having the same rail head profile) and the perpendicular to the plane of the rails.	TSI INF (v230928)
 SPLI-700	Rail inclination	An angle defining the inclination of the head of a rail when installed in the track relative to the plane of the rails (running surface), equal to the angle between the axis of symmetry of the rail (or of an equivalent symmetrical rail having the same rail head	TSI INF (v141118)






ID	Title	Description	Source Reference
		profile) and the perpendicular to the plane of the rails.	
 SPLI-618	Rail Interoperability and Safety Committee	Rail Interoperability and Safety Committee	TSI TAP (v210418)
 SPLI-1415	Rail pad	A resilient layer fitted between a rail and the supporting sleeper or baseplate.	TSI INF (v230928)
 SPLI-701	Rail pad	A resilient layer fitted between a rail and the supporting sleeper or baseplate.	TSI INF (v141118)
 SPLI-503	Rail system	Means (as in 'trans-European rail system') the structure, as described in Annex I (Directive 2008/57/EC), composed of lines and fixed installations, of the trans-European transport network, built or upgraded for conventional rail transport and combined rail transport, plus the rolling stock designed to travel on that infrastructure	TSI TAF (v190616)
 SPLI-733	Railcar	a vehicle that can operate autonomously and is capable of carrying a payload (passengers or luggage/mail or freight)	TSI LOCPAS (v200311)
 SPLI-192	railway infrastructure	items listed in Annex I	EU Directive 2012/34 (v190101)
 SPLI-160	railway system	the system composed of the railway infrastructures, comprising lines and fixed installations of the rail system plus the rolling stock of all categories and origin travelling on that infrastructure, as defined in Directives 96/48/EC and 2001/16/EC	EU Directive 2007/59 (v190708)
 SPLI-1669	Railway tunnel	A railway tunnel is an excavation or a construction around the track provided to allow the railway to pass for example higher land, buildings or water. The length of a tunnel is defined as the length of the fully enclosed section, measured at rail level. A tunnel in the context of this TSI is 0.1 km or longer. Where certain requirements apply only to longer tunnels, thresholds are mentioned in the relevant clauses.	TSI SRT (v240129)









ID	Title	Description	Source Reference
 SPLI-153	Railway tunnel	A railway tunnel is an excavation or a construction around the track provided to allow the railway to pass for example higher land, buildings or water. The length of a tunnel is defined as the length of the fully enclosed section, measured at rail level. A tunnel in the context of this TSI is 0.1 km or longer. Where certain requirements apply only to longer tunnels, thresholds are mentioned in the relevant clauses.	TSI SRT (v190616)
 SPLI-1777	Railway Undertaking	Railway Undertaking	TSI OPE (v230928)
 SPLI-1019	Railway Undertaking	Railway Undertaking	Subset-023 (v4.0.0)
 SPLI-619	Railway Undertaking	Railway undertaking (Directive (EU) 2016/798): means railway undertaking as defined in point (1) of Article 3 of Directive 2012/34/EU, and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking must ensure traction; this also includes undertakings which provide traction only. A RU can assume the roles Lead RU and/or Responsible Applicant and/or Responsible RU	TSI TAP (v210418)
 SPLI-504	Railway Undertaking	Means any public or private undertaking the principal business of which is to provide services for the transport of goods and/or passengers by rail, with a requirement that the undertaking must ensure traction; this also includes undertakings which provide traction only	TSI TAF (v190616)
 SPLI-339	Railway Undertaking	Railway Undertaking	TSI OPE (v220105)
 SPLI-280	railway undertaking	a railway undertaking as defined in point (1) of Article 3 of Directive 2012/34/EU, and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking is to ensure	EU Directive 2016/798 (v201023)


ID	Title	Description	Source Reference
		traction, including undertakings which provide traction only	
 SPLI-243	railway undertaking	a railway undertaking as defined in point (1) of Article 3 of Directive 2012/34/EU, and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking is to ensure traction; this also includes undertakings which provide traction only	EU Directive 2016/797 (v200528)
 SPLI-193	railway undertaking	any public or private undertaking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only	EU Directive 2012/34 (v190101)
 SPLI-161	railway undertaking	any railway undertaking as defined in Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure (1), and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking must ensure traction. The term also includes undertakings which provide traction only	EU Directive 2007/59 (v190708)
 SPLI-999	RBC AREA	Trackside area which is supervised by one RBC.	Subset-023 (v4.0.0)
 SPLI-1000	RBC/RBC BORDER	The border location between two areas supervised by two different RBCs.	Subset-023 (v4.0.0)
 SPLI-1001	RBC/RBC HANDOVER	The process of passing the supervision of a train between two Radio Block Centres.	Subset-023 (v4.0.0)
 SPLI-1002	RBC/RBC TRANSITION	Alternative term to RBC/RBC handover	Subset-023 (v4.0.0)
 SPLI-1778	Real time		TSI OPE (v230928)









ID	Title	Description	Source Reference
		The ability to exchange or process information on specified events (such as arrival at a station, passing a station or departure from a station) on the trains journey as they occur.	
 SPLI-340	Real time	The ability to exchange or process information on specified events (such as arrival at a station, passing a station or departure from a station) on the trains journey as they occur.	TSI OPE (v220105)
 SPLI-194	reasonable profit	a rate of return on own capital that takes account of the risk, including that to revenue, or the absence of such risk, incurred by the operator of the service facility and is in line with the average rate for the sector concerned in recent ye	EU Directive 2012/34 (v190101)
 SPLI-1003	RECOMMENDED	Not fulfilling the requirement will not have any impact on the technical interoperability of the equipment or of the system but it could be fulfilled to facilitate implementation or to enhance performances.	Subset-023 (v4.0.0)
 SPLI-1004	REDUNDANCY	The provision of one or more additional elements to achieve or maintain availability of a functionality if one or more of those elements "malfunctions".	Subset-023 (v4.0.0)
 SPLI-1368	Reference contour	A contour, associated to each gauge, showing the shape of a cross-section and used as a basis to work out the sizing rules of the infrastructure, on the one hand and of the vehicle, on the other hand	TSI ENE (v230928)
 SPLI-409	Reference contour	A contour, associated to each gauge, showing the shape of a cross-section and used as a basis to work out the sizing rules of the infrastructure, on the one hand and of the vehicle, on the other hand	TSI ENE (v141118)
 SPLI-374	Reference Document Database (https://rdd.era.europa.eu/RDD/)	Reference Document Database (https://rdd.era.europa.eu/RDD/)	TSI CCS (v230810)









ID	Title	Description	Source Reference
 SPT2ARC-2228	Reference Location	The reference location on the track which the train based distance reading refers to. It is used as a common location reference between the ERTMS/ETCS on-board and trackside equipment (according to the "Reference Location" definition in SUBSET-023, TSI 2023).	
 SPLI-1005	REFERENCE LOCATION	A location on the track (e.g. balise group reference location) used as a reference for the information sent from trackside or for the train position	Subset-023 (v4.0.0)
 SPLI-195	regional services	transport services whose principal purpose is to meet the transport needs of a region, including a cross-border region	EU Directive 2012/34 (v190101)
 SPLI-1779	Register of Infrastructure	Register of Infrastructure	TSI OPE (v230928)
 SPLI-341	Register of Infrastructure	Register of Infrastructure	TSI OPE (v220105)
 SPLI-1780	Registration	Temporary relationship between the telephone number and the train running number.	TSI OPE (v230928)
 SPLI-505	Regular vs. Short Term processes	Regular means a process when performed within a period which is equal to or more than 7 days Short term means a process when performed within a period which is less than 7 days	TSI TAF (v190616)
 SPLI-620	Release date/time	Date/time when the goods are expected to be released or were released by the customer.	TSI TAP (v210418)
 SPLI-1781	Release speed	Maximum speed at which a train is allowed to reach the end of its MA.	TSI OPE (v230928)
 SPLI-1006	RELEASE SPEED	A speed value to allow a train to approach the EOA. Needed for intermittent transmission to enable the train to approach a signal that has cleared in order to reach the information point at the signal.	Subset-023 (v4.0.0)
 SPLI-1020		Release Speed Monitoring	Subset-023 (v4.0.0)
















ID	Title	Description	Source Reference
	Release Speed Monitoring		
 SPLI-621	Release time for wagons	Date and time when the wagons are ready to be pulled from the named place on the customer siding.	TSI TAP (v210418)
 SPLI-1007	RELIABILITY	The probability that an item can perform a required function under given conditions for a given time interval. (3) Definitions for other reliability related terms are defined in reference 3.	Subset-023 (v4.0.0)
 SPPRAMSS-11145	Reliability Centred Maintenance	The concept of reliability centred maintenance is defined in  SPPRAMSS-11144 - [IEC 60300-3-11:2009]. Reliability-centered maintenance (RCM) is a concept of maintenance planning to ensure that systems continue to do what their users require in their present operating context. Successful implementation of RCM will lead to increase in cost effectiveness, reliability, machine uptime, and a greater understanding of the level of risk that the organization is managing.	
 SPLI-1021	Reliability, Availability, Maintainability, (Safety)	Reliability, Availability, Maintainability, (Safety)	Subset-023 (v4.0.0)
 SPLI-622	Reliability, Availability, Maintainability, Safety	Reliability – The ability to start and continue to operate under designated operating conditions for a designated period expressed mathematically; Availability – The time in operation compared to the time out of service expressed mathematically; Maintainability – The ability of a system to be put back into service after a failure expressed mathematically; Safety – The probability of a hazardous event being initiated by the system expressed mathematically.	TSI TAP (v210418)
 SPLI-1008	RELOCATION		Subset-023 (v4.0.0)






ID	Title	Description	Source Reference
		Modification of the reference balise group of location based information, which is accompanied by the adjustment of the distance(s) counted from its former reference balise group.	
 SPLI-244	renewal	any major substitution work on a subsystem or part of it which does not change the overall performance of the subsystem	EU Directive 2016/797 (v200528)
 SPLI-196	renewal of the railway infrastructure	major substitution works on the existing infrastructure which do not change its overall performance	EU Directive 2012/34 (v190101)
 SPLI-1198	REPETITION/REPLAY	An attack in which a message is stored and re-transmitted later.	Subset-037 (v4.0.0)
 SPLI-1782	Reporting point	A point on the trains schedule where reporting of the arrival, departure or passing time is required.	TSI OPE (v230928)
 SPLI-623	Reporting point	Location on the train journey, where the responsible IM has to issue a 'train running forecast message' with TETA to the path contracted RU.	TSI TAP (v210418)
 SPLI-506	Reporting point	Means either passing points used by an infrastructure manager to provide train running information (only) or points where forecasts are generated	TSI TAF (v190616)
 SPLI-342	Reporting point	A point on the trains schedule where reporting of the arrival, departure or passing time is required.	TSI OPE (v220105)
 SPLI-624	Repository	A repository is similar to a database and data dictionary; however, it usually encompasses a comprehensive information management system environment. It must include not only descriptions of data structures (i.e. entities and elements), but also metadata of interest to the enterprise, data screens, reports, programs, and systems. Typically, it includes and internal set of software tools, a DBMS, a metamodel, populated metadata, and	TSI TAP (v210418)












ID	Title	Description	Source Reference
		loading and retrieval software for accessing repository data.	
 SPLI-507	Repository	Means the storage of data similar to a database and data dictionary; however, it usually encompasses a comprehensive information management system environment. It must include not only descriptions of data structures (i.e. entities and elements), but also Metadata of interest to the enterprise, data screens, reports, programs, and systems	TSI TAF (v190616)
 SPLI-1199	ReQuest	ReQuest	Subset-037 (v4.0.0)
 SPLI-734	Rescue coupling	coupling device that enables a unit to be rescued by a recovery power unit equipped with a 'standard' manual coupling as per clause 4.2.2.2.3 where the unit to be rescued is equipped with a different coupling system or is not equipped with any coupling system	TSI LOCPAS (v200311)
 SPLI-508	Reservation	Means an authorisation on paper or in electronic form giving entitlement to a service (transportation or assistance) subject to a previously confirmed personalised transport arrangement	TSI TAF (v190616)
 SPLI-509	Reservation system	Means a computerised system used to store and retrieve information and conduct transactions related to travel. A reservation system is capable of keeping inventory correct in real time, and is accessible to agents/retailers around the world	TSI TAF (v190616)
 SPLI-1200	ResPonse	ResPonse	Subset-037 (v4.0.0)
 SPLI-625	Responsible Applicant	The RA is the applicant/customer and contractor as well as the single point of contact for respective IM (infrastructures manager) in the whole planning process phase. The main task of the role RA is to request the booking of capacity to an IM. The RA does not need to be a Railway Undertaking, it can also be another entity,	TSI TAP (v210418)
















ID	Title	Description	Source Reference
		which is able and permitted to book capacity.	
 SPLI-626	Responsible Applicant (RA)	Responsible Applicant (RA)	TSI TAP (v210418)
 SPLI-627	Responsible IM	The Responsible IM (RIM) is the Infrastructure Manager who is the owner of the respective network and responsible for all operational handling of trains and paths on its network.	TSI TAP (v210418)
 SPLI-628	Responsible RU	<p>The RRU is responsible for the run of the train in operation phase, for the whole journey or a section of the journey. If more than one RRU is involved in operating the train, the responsibility is transferred from one RRU to the next RRU at the interchange point.</p> <p>The RRU is the contact entity for the IM in operation phase for all message exchange. Based on an agreement with Responsible Applicant, RRU can also task a subcontractor with running the train, the RRU will nevertheless remain the point of contact for the IM in operation phase.</p>	TSI TAP (v210418)
 SPLI-510	Retailer	Means a person or an undertaking that sells to the customer a ticket without or with a reservation for a rail service. A retailer can be a railway undertaking (agent) or an accredited travel agent	TSI TAF (v190616)
 SPLI-1201	Retransmission TimeOut	Retransmission TimeOut	Subset-037 (v4.0.0)
 SPLI-1369	Return circuit	All conductors which form the intended path for the traction return current	TSI ENE (v230928)
 SPLI-410	Return circuit	All conductors which form the intended path for the traction return current	TSI ENE (v141118)
 SPT2ARC-1012	Reusability	The property of a sub-system to be integrated without any modification inside various CCS possibly deployed in different operation contexts. This is related to "cross acceptance" as defined in [EN50129]: 3.1.7.	











ID	Title	Description	Source Reference
 SPLI-1416	Reverse curve	Two abutting curves of opposite flexure or hand	TSI INF (v230928)
 SPLI-702	Reverse curve	Two abutting curves of opposite flexure or hand	TSI INF (v141118)
 SPLI-1009	REVERSE MOVEMENT	A train movement in which the driver is situated in the leading engine but the train is moved in the opposite direction to the train orientation.	Subset-023 (v4.0.0)
 SPLI-1783	Reversing mode	Reversing mode	TSI OPE (v230928)
 SPLI-1010	REVERSING MODE	ERTMS/ETCS on-board equipment mode that allows the driver to change the direction of movement of the train whilst controlling the train from the same cab.	Subset-023 (v4.0.0)
 SPLI-1784	Revocation of MA	Withdrawal of a previous given Movement Authority.	TSI OPE (v230928)
 SPLI-1011	REVOCATION OF MOVEMENT AUTHORITY	Cancellation of a previously given permission to move a train to a given location.	Subset-023 (v4.0.0)
 SPLI-1012	RIGHT SIDE FAILURE	A failure that does not result in the level of protection normally provided by the signalling system being reduced.	Subset-023 (v4.0.0)
 SPLI-1013	RISK	The combination of the frequency, probability, and the consequence of a specified hazardous event.	Subset-023 (v4.0.0)
 SPLI-616	RIV	Regulations governing the reciprocal use of wagons in international traffic. Regulations governing the reciprocal use of loading tackle, container and pallets in international traffic.	TSI TAP (v210418)
 SPLI-1271	road	'road' means, for the purpose of railway accident statistics, any public or private road, street or highway, including adjacent footpaths and bicycle lanes.	EU Directive 2016/798 (v201023)
 SPLI-1014	ROLL AWAY	An unintended and non-powered movement of the train in a direction, which conflicts with the current position of the direction controller in the active desk.	Subset-023 (v4.0.0)












ID	Title	Description	Source Reference
 SPLI-1022	Roll Away Protection	Roll Away Protection	Subset-023 (v4.0.0)
 SPLI-1785	Rolling Stock	Rolling Stock	TSI OPE (v230928)
 SPLI-343	Rolling Stock	Rolling Stock	TSI OPE (v220105)
 SPLI-1786	Route	The particular section or sections of line	TSI OPE (v230928)
 SPLI-1015	ROUTE	The particular section or sections of track, from a starting point to a point of destination, prepared for train operation	Subset-023 (v4.0.0)
 SPLI-630	Route	The geographical way to be taken from a starting point to a point of destination.	TSI TAP (v210418)
 SPLI-511	Route	Means the geographical line to be taken from a starting point to a point of destination	TSI TAF (v190616)
 SPLI-344	Route	The particular section or sections of line	TSI OPE (v220105)
 SPLI-1787	Route Book	Description of the lines and the associated line-side equipment for the lines over which the driver will operate and relevant to the driving task.	TSI OPE (v230928)
 SPLI-1016	ROUTE RELEASE	The release of route locking.	Subset-023 (v4.0.0)
 SPLI-631	Route section	A part of a route	TSI TAP (v210418)
 SPLI-512	Route section	Means a part of a route	TSI TAF (v190616)
 SPLI-1017	ROUTE SUITABILITY DATA	Data transmitted to the ERTMS/ETCS on-board equipment to allow it to check its ability to run on the track as indicated by the movement authority. It includes data related to loading gauge, traction system and axle load category.	Subset-023 (v4.0.0)
 SPLI-1788	Russian abbreviation for Prawila Polzowaniia Wagonami w mejdunarodnom soobqenii = Rules for use of railway vehicles in international traffic	Russian abbreviation for Prawila Polzowaniia Wagonami w mejdunarodnom soobqenii = Rules for use of railway vehicles in international traffic	TSI OPE (v230928)
 SPLI-345	Russian abbreviation for Prawila Polzowaniia Wagonami w mejdunarodnom	Russian abbreviation for Prawila Polzowaniia Wagonami w mejdunarodnom	TSI OPE (v220105)

ID	Title	Description	Source Reference
	soobqenii = Rules for use of railway vehicles in international traffic	soobqenii = Rules for use of railway vehicles in international traffic	
 SPLI-1670	Safe area	a safe area is a temporary survivable space, inside or outside the tunnel, for passengers and staff to find refuge after they have evacuated from a train	TSI SRT (v240129)
 SPLI-154	Safe area	a safe area is a temporary survivable space, inside or outside the tunnel, for passengers and staff to find refuge after they have evacuated from a train	TSI SRT (v190616)
 SPLI-1202	Safe Connection EndPoint Identifier	Safe Connection EndPoint Identifier	Subset-037 (v4.0.0)
 SPLI-1023	SAFE CONSIST LENGTH, ETCS	<p>Information about the set of vehicles in rear of and (if any) in front of the engine, taking into account the side of the active cab which defines the front of the engine. The safe consist length information is composed of the six following values:</p> <ul style="list-style-type: none"> a) The nominal, min safe and max safe consist lengths in front of the engine, counted from the front end of the engine b) The nominal, min safe and max safe consist lengths in rear of the engine, counted from the front end of the engine <p>Note: The difference between the min and max safe consist length is related to what is called coupling play and/or to any other uncertainties in the consist length information.</p> <p>It allows to deduce the overall length between the two extremities of a train whose movements can be supervised by the ERTMS/ETCS on-board equipment:</p> <ul style="list-style-type: none"> a) In SM mode, regardless whether there are vehicles in front of the engine b) In modes where availability of valid Train Data is necessary, in case there is no vehicle in front of the engine 	Subset-023 (v4.0.0)
 SPLI-1024	SAFE DECELERATION	The deceleration the train is assumed to achieve with a certain confidence level	Subset-023 (v4.0.0)











ID	Title	Description	Source Reference
 SPLI-1203	Safe Functional Module	Safe Functional Module	Subset-037 (v4.0.0)
 SPLI-1025	SAFE STATE	A condition which continues to preserve safety.	Subset-023 (v4.0.0)
 SPLI-1026	SAFETY	Freedom from an unacceptable risk of harm. (3) Definitions for other safety related terms are given in reference 3.	Subset-023 (v4.0.0)
 SPLI-1027	SAFETY ACCEPTANCE	The safety acceptance process and the associated terms are given in reference 4.	Subset-023 (v4.0.0)
 SPLI-162	safety authorisation	the authorisation issued to an infrastructure manager by a competent authority in accordance with Article 11 of Directive 2004/49/EC	EU Directive 2007/59 (v190708)
 SPLI-163	safety certificate	the certificate issued to a railway undertaking by a competent authority in accordance with Article 10 of Directive 2004/49/EC	EU Directive 2007/59 (v190708)
 SPLI-1204	Safety Features	Safety Features	Subset-037 (v4.0.0)
 SPLI-347	Safety in Railway Tunnels	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	TSI OPE (v220105)
 SPLI-1436	Safety Information	Safety information is information that shall be given to passengers so that they know in advance how they have to behave in case of an emergency.	TSI PRM (v230928)
 SPLI-382	Safety Information	Safety information is information that shall be given to passengers so that they know in advance how they have to behave in case of an emergency.	TSI PRM (v230126)
 SPLI-1437	Safety Instructions	Safety instructions are the instructions that shall be given to passengers in case of an emergency so that they understand what to do.	TSI PRM (v230928)
 SPLI-383	Safety Instructions	Safety instructions are the instructions that shall be given to passengers in case of an	TSI PRM (v230126)














ID	Title	Description	Source Reference
		emergency so that they understand what to do.	
 SPLI-1789	Safety Integrity Level	Safety Integrity Level	TSI OPE (v230928)
 SPLI-1065	Safety Integrity Level	Safety Integrity Level	Subset-023 (v4.0.0)
 SPLI-1028	SAFETY LIFE CYCLE	The safety life cycle is defined in reference 4.	Subset-023 (v4.0.0)
 SPLI-1790	Safety Management System	Safety Management System	TSI OPE (v230928)
 SPLI-346	Safety Management System	Safety Management System	TSI OPE (v220105)
 SPLI-281	safety management system	the organisation, arrangements and procedures established by an infrastructure manager or a railway undertaking to ensure the safe management of its operations	EU Directive 2016/798 (v201023)
 SPLI-1205	Safety Protocol Data Unit	Safety Protocol Data Unit	Subset-037 (v4.0.0)
 SPLI-1206	Safety Service	Safety Service	Subset-037 (v4.0.0)
 SPLI-1207	Safety Service Access Point	Safety Service Access Point	Subset-037 (v4.0.0)
 SPLI-1208	Safety Service Data Unit	Safety Service Data Unit	Subset-037 (v4.0.0)
 SPLI-1209	Safety User Data	Safety User Data	Subset-037 (v4.0.0)
 SPLI-1791	Safety-critical task	Task, affecting railway safety, performed by staff preparing, operating, controlling or otherwise involved in the movement of trains.	TSI OPE (v230928)
 SPLI-348	Safety-critical task	Task performed by staff when they control or affect the movement of a train, which could affect railway safety.	TSI OPE (v220105)
 SPT2ARC-1011	Scalability	Scalability refers to the ability of a system/ sub-system to handle an increasing workload or expand its capacity without significantly impacting performance, efficiency, or cost.	
 SPLI-1792	Scheduled stop		TSI OPE (v230928)


ID	Title	Description	Source Reference
		Planned stop for commercial or operational reasons.	
 SPLI-349	Scheduled stop	Planned stop for commercial or operational reasons.	TSI OPE (v220105)
 SPLI-635	Scheduled time of departure	Date and Time of departure for which the path is requested.	TSI TAP (v210418)
 SPLI-634	Scheduled Timetable	Chronologically defined occupation of rail infrastructure for a train movement on open line or in stations. Changes to the timetables will be supplied by the IM s at least 2 days before the commencement of the day when the train departs from its origin. This timetable applies to a specific day. Known in some countries as the Operational Timetable.	TSI TAP (v210418)
 SPLI-1210	Second Authentication message	Second Authentication message	Subset-037 (v4.0.0)
 SPLI-1029	SECTION	A part of the movement authority.	Subset-023 (v4.0.0)
 SPLI-1030	SECTION TIMER	The timer associated with a section as part of the movement authority. When the timer reaches a value defined by the trackside equipment the section is no longer available and the movement authority for the train is reduced accordingly.	Subset-023 (v4.0.0)
 SPLI-1371	sectioning locations	electrical equipment located at intermediate locations between substations to supply and parallel contact lines and to provide protection, isolation and auxiliary supplies	TSI ENE (v230928)
 SPLI-1793	Securing	Measures to be applied to avoid unintentional movement of railway vehicles.	TSI OPE (v230928)
 SPLI-1031	SECURITY	The protection resulting from all measures, also administrative ones, to prevent accidental or malicious modification or disclosure of data; for key management, the protection generally guarantees confidentiality, authenticity and integrity of keys.	Subset-023 (v4.0.0)
 SPLI-1211	Selective REJect	Selective REJect	Subset-037 (v4.0.0)









ID	Title	Description	Source Reference
 SPLI-513	Selling	See Booking	TSI TAF (v190616)
 SPLI-1032	SEMI-CONTINUOUS TRANSMISSION	Transmission taking place over a defined distance.	Subset-023 (v4.0.0)
 SPLI-1372	separation sections	equipment required to provide the transition between electrically different systems or between different phases of the same electrical system	TSI ENE (v230928)
 SPLI-245	series	a number of identical vehicles of a design type	EU Directive 2016/797 (v200528)
 SPLI-282	serious accident	any train collision or derailment of trains resulting in the death of at least one person or serious injuries to five or more persons or extensive damage to rolling stock, the infrastructure or the environment, and any other accident with the same consequences which has an obvious impact on railway safety regulation or the management of safety; 'extensive damage' means damage that can be immediately assessed by the investigating body to cost at least EUR 2 million in total	EU Directive 2016/798 (v201023)
 SPLI-1272	serious injury (seriously injured person)	any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding any attempted suicide	EU Directive 2016/798 (v201023)
 SPLI-514	Service	See Transport service	TSI TAF (v190616)
 SPLI-1212	Service Access Point	Service Access Point	Subset-037 (v4.0.0)
 SPLI-1033	SERVICE BRAKE COMMAND, ETCS	The ERTMS/ETCS service brake command results in the train applying the full service braking effort.	Subset-023 (v4.0.0)
 SPLI-1066	Service Brake Deceleration Curve	Service Brake Deceleration Curve	Subset-023 (v4.0.0)
 SPLI-1067	Service Brake or in the context of modes, Stand By mode	Service Brake or in the context of modes, Stand By mode	Subset-023 (v4.0.0)
 SPLI-1034	SERVICE BRAKING	Application of an adjustable brake force in order to control the speed of the train,	Subset-023 (v4.0.0)

ID	Title	Description	Source Reference
		including stop and temporary immobilisation.	
 SPLI-636	Service Disruption	Means the unplanned stop of a train during operation, without any information regarding the continuation of the journey	TSI TAP (v210418)
 SPLI-197	service facility	the installation, including ground area, building and equipment, which has been specially arranged, as a whole or in part, to allow the supply of one or more services referred to in points 2 to 4 of Annex II	EU Directive 2012/34 (v190101)
 SPLI-637	Service Provider	Responsible carrier for this specific transport stage. Party who receives and handles the booking.	TSI TAP (v210418)
 SPLI-515	Service provider	Means the responsible entity providing any services linked to the transport of passengers	TSI TAF (v190616)
 SPLI-1213	Session Key	Session Key	Subset-037 (v4.0.0)
 SPLI-1214	Session Key (same as KSMAC)	Session Key (same as KSMAC)	Subset-037 (v4.0.0)
 SPLI-1035	SESSION, COMMUNICATION	The process of initiating and terminating an applicative dialogue between trackside and on-board via radio.	Subset-023 (v4.0.0)
 SPLI-1215	Set Asynchronous Balanced Mode Extended	Set Asynchronous Balanced Mode Extended	Subset-037 (v4.0.0)
 SPLI-1036	SET SPEED	This is an input received from a function external to ETCS for display to the driver. It represents the speed value to which the train speed is regulated by an external device (e.g. by a cruise control system).	Subset-023 (v4.0.0)
 SPLI-1037	SHALL	Is mandatory.	Subset-023 (v4.0.0)
 SPLI-516	Shall	Means that the definition is an absolute requirement of the specification	TSI TAF (v190616)
 SPLI-638	Shipment	Wagons or intermodal loading units transported under the terms of a single consignment, irrespective of the quantity or	TSI TAP (v210418)







ID	Title	Description	Source Reference
		number of containers, packages, or pieces. Also called consignment.	
 SPLI-639	Short notice path request	Individual request for a path according to Directive 2012/34/EU, due to additional transport demands or operational needs.	TSI TAP (v210418)
 SPLI-518	Short notice path request	Means the individual request for a path according to Article 23 of Directive 2001/14/EC due to additional transport demands or operational needs	TSI TAF (v190616)
 SPLI-517	Short Term processes	See Regular vs. Short Term processes	TSI TAF (v190616)
 SPLI-1038	SHOULD	Is recommended.	Subset-023 (v4.0.0)
 SPLI-632	SHOULD	This word, or the adjective 'RECOMMENDED', mean that there may exist valid reasons in particular circumstances to ignore a particular item, but the full implications must be understood and carefully weighed before choosing a different course.	TSI TAP (v210418)
 SPLI-633	SHOULD NOT	This phrase, or the phrase 'NOT RECOMMENDED' mean that there may exist valid reasons in particular circumstances when the particular behaviour is acceptable or even useful, but the full implications should be understood and the case carefully weighed before implementing any behaviour described with this label.	TSI TAP (v210418)
 SPLI-735	Shunter	a traction unit designed for use only on shunting yards, stations and depots	TSI LOCPAS (v200311)
 SPLI-1794	Shunting composition	A traction unit coupled or not to a set of vehicles and intended to be moved under shunting conditions without train data.	TSI OPE (v230928)
 SPLI-1795	Shunting mode	Shunting mode	TSI OPE (v230928)
 SPLI-1039	SHUNTING MODE	ERTMS/ETCS on-board equipment operating mode which allows the train to move in shunting, without available train data.	Subset-023 (v4.0.0)









ID	Title	Description	Source Reference
 SPLI-1796	Shunting movement	Way of moving vehicles without train data and controlled by shunting orders.	TSI OPE (v230928)
 SPLI-1040	SHUNTING MOVEMENT	The movement of trains or vehicles other than normal passage along running lines. When vehicles are moved without train data available.	Subset-023 (v4.0.0)
 SPLI-1041	SHUNTING SIGNAL	A signal provided for shunting movements only. A fixed signal intended for shunting movements. In some cases Shunting signals at danger are valid also for train movements.	Subset-023 (v4.0.0)
 SPLI-1797	Siding	Any track(s) within an operational point which is not used for operational routing of a train.	TSI OPE (v230928)
 SPLI-350	Siding	Any track(s) within an operational point which is not used for operational routing of a train.	TSI OPE (v220105)
 SPLI-1042	SIGNAL	A visual display device that conveys instructions or provides advance warning of instructions regarding the driver's authority to proceed.	Subset-023 (v4.0.0)
 SPLI-1043	SIGNAL LOCATION	The geographical location of a signal.	Subset-023 (v4.0.0)
 SPLI-1798	Signal Passed at Danger	Signal Passed at Danger	TSI OPE (v230928)
 SPLI-351	Signal Passed at Danger	Signal Passed at Danger	TSI OPE (v220105)
 SPLI-1240	Signal Passed at Danger when passing a danger point	any occasion when any part of a train proceeds beyond its authorised movement and travels beyond the danger point	EU Directive 2016/798 (v201023)
 SPLI-1241	Signal Passed at Danger without passing a danger point	any occasion when any part of a train proceeds beyond its authorised movement but does not travel beyond the danger point	EU Directive 2016/798 (v201023)
 SPLI-1799	Signaller	Staff in charge of the route setting of trains / shunting compositions and of issuing instructions to drivers.	TSI OPE (v230928)
 SPLI-352	Signaller		TSI OPE (v220105)










ID	Title	Description	Source Reference
		Performer in charge of the route setting of trains/shunting movements and of issuing instructions to drivers.	
 SPLI-1044	SIGNALLING SYSTEM	Particular kind of system used on a railway to control and protect the operation of trains.	Subset-023 (v4.0.0)
 SPLI-1273	significant accident	any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic, excluding accidents in workshops, warehouses and depots	EU Directive 2016/798 (v201023)
 SPLI-1274	significant damage to stock, track, other installations or environment	damage that is equivalent to EUR 150 000 or more	EU Directive 2016/798 (v201023)
 SPLI-1045	SINGLE ON-BOARD LOCATION REFERENCE	The SOLR is the balise group used by ERTMS/ETCS on-board as unique location reference to supervise all location items against the train position.	Subset-023 (v4.0.0)
 SPLI-1046	SLAVE ENGINE	Any engine that is not the leading Rolling Stock unit of a train or shunting consist. The ERTMS/ETCS on-board equipment of the slave engine runs in one of the modes in which it is not controlling the movement of the train/shunting consist (non leading mode, sleeping mode, passive shunting mode).	Subset-023 (v4.0.0)
 SPLI-1800	Sleeping mode	Sleeping mode	TSI OPE (v230928)
 SPLI-1047	SLEEPING MODE	ERTMS/ETCS on-board equipment mode that is used for the on-board equipment in slave engines controlled by a leading engine.	Subset-023 (v4.0.0)
 SPLI-1216	Source Address	Source Address	Subset-037 (v4.0.0)
 SPLI-246	specific case	any part of the rail system which needs special provisions in the TSIs, either temporary or permanent, because of geographical, topographical or urban	EU Directive 2016/797 (v200528)


ID	Title	Description	Source Reference
		environment constraints or those affecting compatibility with the existing system, in particular railway lines and networks isolated from the rest of the Union, the loading gauge, the track gauge or space between the tracks and vehicles strictly intended for local, regional or historical use, as well as vehicles originating from or destined for third countries	
 SPLI-1801	Specific Transmission Module	Specific Transmission Module	TSI OPE (v230928)
 SPLI-1048	SPECIFIC TRANSMISSION MODULE	Device allowing the ERTMS/ETCS on-board equipment to be interfaced with the on-board part of an existing National Train Control system. It allows smooth transitions from/to the National System and gives access to some ERTMS/ETCS on-board resources (e.g. DMI).	Subset-023 (v4.0.0)
 SPLI-1049	SPEED CONFIDENCE INTERVAL	The interval within which the ERTMS/ETCS on-board assumes the actual train speed with a defined probability.	Subset-023 (v4.0.0)
 SPLI-1050	SPOT TRANSMISSION	Transmission between trackside and on-board that takes place at discrete locations.	Subset-023 (v4.0.0)
 SPLI-1802	Staff	Employees working for a railway undertaking or an infrastructure manager, or their contractors, undertaking tasks as specified in this Regulation.	TSI OPE (v230928)
 SPLI-353	Staff	Employees working for a railway undertaking or an infrastructure manager, or their contractors, undertaking tasks as specified in this Regulation.	TSI OPE (v220105)
 SPLI-1803	Staff Responsible mode	Staff Responsible mode	TSI OPE (v230928)
 SPLI-1051	STAFF RESPONSIBLE MODE	ERTMS/ETCS on-board equipment mode that allows a driver to take full responsibility for the movement of a train in an equipped area. The ERTMS/ETCS on-board equipment will impose a speed limit in this mode.	Subset-023 (v4.0.0)








ID	Title	Description	Source Reference
 SPLI-640	Stakeholders	<p>Any person or organisation with a reasonable interest in train service delivery</p> <p>e.g.:</p> <ul style="list-style-type: none"> Railway Undertaking (RU), Shipment monitoring provider, Locomotive provider, Wagon provider, Driver/Train crew provider, Hump yard provider, Switch move provider, Service integrator, Slot provider (IM), Train controller (IM), Traffic manager, Fleet manager Ferry boat provider, Wagon, locomotive inspector, Wagon, locomotive repair provider, Shipment manager, Switching & humping provider, Logistic provider, Consignee, Consignor, <p>For Intermodal in addition:</p> <ul style="list-style-type: none"> Container Provider, Intermodal terminal operator, Drayage provider/Haulage company, Steam ship, Barge lines. 	TSI TAP (v210418)
 SPLI-519	Stakeholders	<p>Means any person or organisation with a reasoned interest in train service delivery</p> <p>e.g.:</p> <ul style="list-style-type: none"> — Railway undertaking, — Locomotive provider, — Coach provider, — Driver/train crew provider, — Infrastructure manager (IM), — Fleet manager, — Ferry boat operator, — Worker, — Ticket vendor, — Passenger 	TSI TAF (v190616)













ID	Title	Description	Source Reference
 SPLI-1849	Standardisation and TSI Input Plan	The Europe's Rail (EU-Rail) Standardisation and TSI Input Plan (STIP) is a collection of all outputs from EU-Rail (Innovation and System Pillar) which contribute to the goal of harmonisation of the railway system. The harmonisation topics are categorised in technical domains and described by the foreseen harmonisation channel (TSI, EN standards, SP document), the time horizon as well as dependencies with existing regulations, standards, and R&I activities.	EU-Rail
 SPLI-1052	STANDBY MODE	ERTMS/ETCS on-board equipment mode that is a default mode when the on-board equipment is powered up or that is entered when shunting or non-leading mode is left or when the active cab is closed.	Subset-023 (v4.0.0)
 SPLI-1053	STANDSTILL, ETCS	A state which is entered when the ERTMS/ETCS on-board equipment determines that the train is not moving, and which is left when the ERTMS/ETCS on-board equipment determines that the train is moving. Important note: The criteria for determining standstill are not harmonised. An ERTMS/ETCS on-board reporting "standstill" does not guarantee that there is no train movement at all.	Subset-023 (v4.0.0)
 SPLI-1068	Start of Mission	Start of Mission	Subset-023 (v4.0.0)
 SPLI-1370	Static contact force	Mean vertical force exerted upwards by the pantograph head on the OCL, and caused by the pantograph-raising device, whilst the pantograph is raised and the vehicle is standstill	TSI ENE (v230928)
 SPLI-411	Static contact force	Mean vertical force exerted upwards by the pantograph head on the OCL, and caused by the pantograph-raising device, whilst the	TSI ENE (v141118)












ID	Title	Description	Source Reference
		pantograph is raised and the vehicle is standstill	
 SPLI-1054	STATIC SPEED PROFILE	The description of the fixed speed restrictions of a given line. The speed restrictions can be related to such items as maximum line speed, curves, points, tunnel profiles, bridges.	Subset-023 (v4.0.0)
 SPLI-1055	STATION	A place where trains stop, or where loading and unloading occurs, and where assistance may be available. Where there can be points (facing or trailing) that makes it possible for the train to use different routes.	Subset-023 (v4.0.0)
 SPLI-520	Station	Means a railway location where a passenger train can start, stop or end	TSI TAF (v190616)
 SPLI-1438	Station Manager	The station manager is an organisational entity in a Member State, which has been made responsible for the management of a railway station and which may be the infrastructure manager.	TSI PRM (v230928)
 SPLI-521	Station manager	Means an organisational entity in a Member State, which has been made responsible for the management of a railway station and which may be the infrastructure manager	TSI TAF (v190616)
 SPLI-384	Station Manager	The station manager is an organisational entity in a Member State, which has been made responsible for the management of a railway station and which may be the infrastructure manager.	TSI PRM (v230126)
 SPLI-1439	Step-free route	A step-free route is a division of an obstacle-free route that meets the needs of mobility impaired persons. Changes in level are avoided or, when they cannot be avoided, they are bridged via ramps or lifts.	TSI PRM (v230928)
 SPLI-385	Step-free route	A step-free route is a division of an obstacle-free route that meets the needs of mobility impaired persons. Changes in level are avoided or, when they cannot be avoided, they are bridged via ramps or lifts.	TSI PRM (v230126)

ID	Title	Description	Source Reference
 SPLI-1804	Stop aspect	Any signal aspect that does not allow the driver to pass the signal.	TSI OPE (v230928)
 SPLI-354	Stop aspect	Any signal aspect that does not allow the driver to pass the signal.	TSI OPE (v220105)
 SPLI-1056	STOP SIGNAL	Any main signal capable of showing a stop danger aspect or indication. Position, from where no movement authority is given to a train. It is not necessarily a fixed signal.	Subset-023 (v4.0.0)
 SPLI-1805	Stopping point	A location identified in the schedule of a train where the train is planned to stop, usually to carry out a specific activity such as allowing passengers to join and leave the train.	TSI OPE (v230928)
 SPLI-355	Stopping point	A location identified in the schedule of a train where the train is planned to stop, usually to carry out a specific activity such as allowing passengers to join and leave the train.	TSI OPE (v220105)
 SPLI-198	storage siding	sidings specifically dedicated to temporary parking of railway vehicles between two assignments	EU Directive 2012/34 (v190101)
 SPLI-1417	Structure gauge	Defines the space in relation to the reference track that shall be cleared of all objects or structures and of the traffic on the adjacent tracks, in order to allow safe operation on the reference track. It is defined on the basis of the reference contour by application of the associated rules.	TSI INF (v230928)
 SPLI-703	Structure gauge	Defines the space in relation to the reference track that shall be cleared of all objects or structures and of the traffic on the adjacent tracks, in order to allow safe operation on the reference track. It is defined on the basis of the reference contour by application of the associated rules.	TSI INF (v141118)
 SPLI-522	Structured Query Language	A language devised by IBM, then standardised by ANSI and ISO, which is	TSI TAF (v190616)














ID	Title	Description	Source Reference
		used for creating, managing and retrieving data in relational databases	
 SPLI-1057	SUB-SYSTEM	A combination of equipment, units, assemblies, etc., which performs an operational function and is a major subdivision of the system.	Subset-023 (v4.0.0)
 SPLI-1373	substations	[equipment] connected on the primary side to the high-voltage grid, with transformation of the high-voltage to a voltage and/or conversion to a traction power supply system suitable for the trains. On the secondary side, substations are connected to the railway contact line system.	TSI ENE (v230928)
 SPLI-523	Substitute carrier	Means a railway undertaking, which has not concluded a transport contract with the passenger, but to whom the railway undertaking that is party to the contract has entrusted, in whole or in part, the performance of the transport by rail	TSI TAF (v190616)
 SPLI-1418	Substitution in the framework of maintenance	any replacement of components by parts of identical function and performance in the framework of maintenance, as defined in Article 2(17) of Directive (EU) 2016/797. It shall be made in accordance with the requirements of this TSI, whenever reasonably and economically feasible and it does not require an 'EC' verification.	TSI INF (v230928)
 SPLI-247	substitution in the framework of maintenance	any replacement of components by parts of identical function and performance in the framework of preventive or corrective maintenance	EU Directive 2016/797 (v200528)
 SPLI-248	subsystems	the structural or functional parts of the Union rail system, as set out in Annex II	EU Directive 2016/797 (v200528)
 SPLI-1275	suicide	an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority	EU Directive 2016/798 (v201023)
 SPLI-1069	Supervised Location	Supervised Location	Subset-023 (v4.0.0)

ID	Title	Description	Source Reference
 SPLI-1058	SUPERVISED MANOEUVRE MODE	ERTMS/ETCS on-board equipment operating mode which allows a shunting consist to be supervised with a Movement Authority, while the engine and its active cab can be located anywhere in the consist.	Subset-023 (v4.0.0)
 SPLI-199	supervisory board	the most senior body of an undertaking that fulfils supervisory tasks, including the exercise of control over the management board and general strategic decisions regarding the undertaking	EU Directive 2012/34 (v190101)
 SPLI-1059	SUPPORTED SYSTEM VERSION	<p>A system version supported by the on-board equipment is one of the system versions the on-board equipment is able to operate.</p> <p>By definition, within one of its supported system version numbers X, the on-board equipment always operates one single system version number Y, which is the highest defined in the release of the ETCS specifications the on-board equipment is compliant with.</p> <p>Important note: if within a system version number X at least two values of Y have been defined, the fact that the on-board always operates/supports the highest value Y does not mean that it is not able to handle trackside information using a lower value of Y.</p>	Subset-023 (v4.0.0)
 SPLI-1419	Swing nose	Within the domain of 'common crossing with movable point', the term 'swing nose' identifies the part of the crossing which forms the vee and that it is moved to form a continuous running edge for either the main or the branch line.	TSI INF (v230928)
 SPLI-704	Swing nose	Swing nose	TSI INF (v141118)
 SPLI-1420	Switch	A unit of track comprising two fixed rails (stock rails) and two movable rails (switch rails) used to direct vehicles from one track to another track.	TSI INF (v230928)
 SPLI-705	Switch		TSI INF (v141118)











ID	Title	Description	Source Reference
		A unit of track comprising two fixed rails (stock rails) and two movable rails (switch rails) used to direct vehicles from one track to another track.	
 SPLI-1421	Switches and crossings	Track constructed from sets of switches and individual crossings and the rails connecting them.	TSI INF (v230928)
 SPLI-706	Switches and crossings	Track constructed from sets of switches and individual crossings and the rails connecting them.	TSI INF (v141118)
 SPLI-1060	SYSTEM	A composite of equipment, skills, and techniques capable of performing or supporting an operational role, or both. A complete system includes all equipment, related facilities, material, software, services and personnel required for its operation and support to the degree that it can be considered a self-sufficient unit in its intended operational environment.	Subset-023 (v4.0.0)
 SPLI-1061	SYSTEM FAILURE MODE	ERTMS/ETCS on-board equipment mode entered when a fatal failure which could affect safety is found.	Subset-023 (v4.0.0)
 SPLI-1062	SYSTEM LIFE-CYCLE	The system lifecycle and associated terms are defined in reference 3.	Subset-023 (v4.0.0)
 SPLI-1070	System National mode	System National mode	Subset-023 (v4.0.0)
 SPLI-1806	System Requirement Specification	System Requirement Specification	TSI OPE (v230928)
 SPLI-356	System Requirement Specification	System Requirement Specification	TSI OPE (v220105)
 SPLI-1071	System Requirements Specification	System Requirements Specification	Subset-023 (v4.0.0)
 SPPRAMSS-98	System under Consideration	System under Consideration [SOURCE:  SPPRAMSS-4697 - [EN IEC 62443-3-2:2020]]	
 SPLI-1063	SYSTEM VERSION	The system version defines the ERTMS/ETCS mandatory functions that ensure	Subset-023 (v4.0.0)








ID	Title	Description	Source Reference
		technical interoperability between ERTMS/ETCS on-board equipment and trackside.	
 SPLI-1064	SYSTEMATIC FAULT	An inherent fault in the specification, design, construction, installation, operation or maintenance of a system, sub-system or equipment affecting multiple pieces of equipment under identical circumstances.	Subset-023 (v4.0.0)
 SPLI-1440	Tactile Controls	controls, which include raised pictograms, raised characters or Braille lettering.	TSI PRM (v230928)
 SPLI-386	Tactile Controls	controls, which include raised pictograms, raised characters or Braille lettering.	TSI PRM (v230126)
 SPLI-1441	Tactile Signs	signs, which include raised pictograms, raised characters or Braille lettering.	TSI PRM (v230928)
 SPLI-387	Tactile Signs	signs, which include raised pictograms, raised characters or Braille lettering.	TSI PRM (v230126)
 SPLI-1807	Tandem	Two or more traction units mechanically and pneumatically but not electrically coupled in the same train, each one requiring its own driver.	TSI OPE (v230928)
 SPLI-1072	TANDEM	Two or more traction units mechanically but not electrically coupled together, used in the same train. Each traction unit requires a separate driver. Only one unit is designated as leading, the other units are therefore classed as non-leading.	Subset-023 (v4.0.0)
 SPLI-1073	TARGET	Location where the train speed should be below the given target speed	Subset-023 (v4.0.0)
 SPLI-1099	Target Speed Monitoring	Target Speed Monitoring	Subset-023 (v4.0.0)
 SPLI-524	Tariff	Means a specific set of fares available on a given train, on a given day for a given O-D leg of the journey. Tariffs may be grouped in different categories (such as public fares, Group fares, etc.)	TSI TAF (v190616)
 SPLI-525	Technical Document		TSI TAF (v190616)











ID	Title	Description	Source Reference
		Means any technical document published by the European Railway Agency pursuant to Article 5(8) of Directive 2008/57	
 SPLI-1671	Technical rooms	Technical rooms are enclosed spaces with doors for access/egress inside or outside the tunnel with safety installations which are necessary for at least one of the following functions: self-rescue, evacuation, emergency communication, rescue and fire fighting, signalling and communication equipment, and traction power supply	TSI SRT (v240129)
 SPLI-249	technical specification	a document that prescribes technical requirements to be fulfilled by a product, subsystem, process or service	EU Directive 2016/797 (v200528)
 SPLI-1808	Technical Specification for Interoperability	Technical Specification for Interoperability	TSI OPE (v230928)
 SPLI-642	Technical Specification for Interoperability	Technical Specification for Interoperability	TSI TAP (v210418)
 SPLI-526	Technical Specification for Interoperability	Means a specification adopted in accordance with Directive 2008/57/EC by which each subsystem or part subsystem is covered in order to meet the Essential Requirements and ensure the interoperability of the rail system	TSI TAF (v190616)
 SPLI-357	Technical Specification for Interoperability	Technical Specification for Interoperability	TSI OPE (v220105)
 SPLI-283	technical specification for interoperability	a specification adopted in accordance with Directive (EU) 2016/797 by which each subsystem or part of a subsystem is covered in order to meet the essential requirements and ensure the interoperability of the Union rail system	EU Directive 2016/798 (v201023)
 SPLI-250	technical specification for interoperability	a specification adopted in accordance with this Directive by which each subsystem or part of a subsystem is covered in order to meet the essential requirements and ensure the interoperability of the Union rail system	EU Directive 2016/797 (v200528)









ID	Title	Description	Source Reference
 SPLI-164	technical specifications for interoperability	the specifications by which each subsystem or part of a subsystem is covered in order to meet the essential requirements and to ensure the interoperability of the trans-European high-speed and conventional rail systems as defined in Directives 96/48/EC and 2001/16/EC	EU Directive 2007/59 (v190708)
 SPLI-1074	TELEGRAM	A balise telegram contains one header and an identified and coherent set of packets. A balise group message maybe comprised of one or several telegrams.	Subset-023 (v4.0.0)
 SPLI-1809	Telematic Applications for Freight	Telematic Applications for Freight	TSI OPE (v230928)
 SPLI-358	Telematic Applications for Freight	Telematic Applications for Freight	TSI OPE (v220105)
 SPLI-643	Telematics Applications for Freight	Telematics Applications for Freight	TSI TAP (v210418)
 SPLI-644	Telematics Applications for Passengers	Telematics Applications for Passengers	TSI TAP (v210418)
 SPLI-1810	Temporary speed restriction	Reduction of the line speed for a limited period of time.	TSI OPE (v230928)
 SPLI-1075	Temporary Speed Restriction	A planned speed restriction imposed for temporary conditions such as track maintenance.	Subset-023 (v4.0.0)
 SPLI-645	Terminal Operator	Means an organisational entity, which has been made responsible for the management of a marshalling yard, multimodal or intermodal terminal, port terminal	TSI TAP (v210418)
 SPLI-1811	Text message	Information in writing displayed on the Driver Machine Interface.	TSI OPE (v230928)
 SPLI-1100	The ATO part of ERTMS	The ATO part of ERTMS	Subset-023 (v4.0.0)
 SPLI-1101	The ETCS part of ERTMS	The ETCS part of ERTMS	Subset-023 (v4.0.0)
 SPLI-1102	The FRMCS part of ERTMS	The FRMCS part of ERTMS	Subset-023 (v4.0.0)










ID	Title	Description	Source Reference
 SPLI-1103	The GSM-R part of ERTMS	The GSM-R part of ERTMS	Subset-023 (v4.0.0)
 SPLI-1219	Third Authentication message	Third Authentication message	Subset-037 (v4.0.0)
 SPLI-527	Third party	Means any public or private undertaking, which is not a railway undertaking or infrastructure manager and provides services ancillary to, or in connection with, the services/transport services	TSI TAF (v190616)
 SPLI-1422	Through route	In the context of switches and crossings a route which perpetuate the general alignment of the track.	TSI INF (v230928)
 SPLI-736	Through route	route through the train which can be entered and exited from different ends and which permits the movement of passengers and staff, along the longitudinal axis of the train without obstruction. Interior doors on the through route which are intended to be used by passengers in normal service and which can also be opened in case of power failure are considered not to obstruct the movement of passengers and staff.	TSI LOCPAS (v200311)
 SPLI-707	Through route	In the context of switches and crossings a route which perpetuate the general alignment of the track.	TSI INF (v141118)
 SPLI-528	Through ticket	Means a ticket or tickets representing a transport contract for successive railway services operated by one or more railway undertakings	TSI TAF (v190616)
 SPLI-200	through ticket	a ticket or tickets representing a transport contract for successive railway services operated by one or more railway undertakings	EU Directive 2012/34 (v190101)
 SPLI-529	Ticket	Means a material or immaterial registration entitling a passenger to contractually use one or more commercial transport services offered by one or more railway undertakings	TSI TAF (v190616)
 SPLI-530			TSI TAF (v190616)












ID	Title	Description	Source Reference
	Ticket Controlling Organisation	This is an organisation empowered to inspect passenger tickets. Mostly a carrier. If necessary, the TCO is to deliver security certificates for the International Rail Ticket for Home Printing (IRTHP) to the distributors	
 SPLI-531	Ticket On departure	Means a fulfilment method where the customer makes its purchase in advance (e.g. at home) and collects the ticket in the departure Station, at a ticket counter or vending machine	TSI TAF (v190616)
 SPLI-532	Ticket vendor	Means any retailer of rail transport services concluding transport contracts and selling tickets on behalf of a railway undertaking or for its own account	TSI TAF (v190616)
 SPLI-1104	Time to Indication	Time to Indication	Subset-023 (v4.0.0)
 SPLI-1812	Timetable	Document or system that gives details of a train(s) schedule over a particular route.	TSI OPE (v230928)
 SPLI-533	Timetable	Means the list of commercial transport services offered by a railway undertaking during a given time interval	TSI TAF (v190616)
 SPLI-359	Timetable	Document or system that gives details of a train(s) schedule over a particular route.	TSI OPE (v220105)
 SPLI-1813	Timing point	A location identified in the schedule of a train where a specific time is identified. This time may be an arrival time, departure time or in the case of a train not scheduled to stop at that location the passing time.	TSI OPE (v230928)
 SPLI-360	Timing point	A location identified in the schedule of a train where a specific time is identified. This time may be an arrival time, departure time or in the case of a train not scheduled to stop at that location the passing time.	TSI OPE (v220105)
 SPLI-534	Tour Operator	Means an organiser or retailer, other than a railway undertaking, within the meaning of Article 2, points (2) and (3) of Directive 90/314/EEC	TSI TAF (v190616)
 SPLI-646	Tracing		TSI TAP (v210418)




ID	Title	Description	Source Reference
		Activity at request of finding and reconstructing the transport history of a given consignment, vehicle, equipment, package or cargo.	
 SPLI-1276	track buckle or other track misalignment	any fault related to the continuum and the geometry of track, requiring track to be placed out of service or immediate restriction of permitted speed	EU Directive 2016/798 (v201023)
 SPLI-1076	TRACK CONDITION	Information transmitted to the ERTMS/ETCS on-board equipment to inform the driver and/or the train of conditions ahead. This information is dedicated to other functions than the speed and distance monitoring.	Subset-023 (v4.0.0)
 SPLI-1077	TRACK DESCRIPTION	Information complementing the Movement Authority and providing as a minimum the, static speed profile and gradient profile. Optionally, it can contain axle load profile, track conditions, route suitability data, areas where shunting is permitted, etc.	Subset-023 (v4.0.0)
 SPLI-1423	Track design	The track design consists of cross-section defining basic dimensions and track components (for example rail, rail fastenings, sleepers, ballast) used together with operating conditions with an impact on forces related to 4.2.6., such as axle load, speed and radius of horizontal curvature.	TSI INF (v230928)
 SPLI-708	Track design	The track design consists of cross-section defining basic dimensions and track components (for example rail, rail fastenings, sleepers, ballast) used together with operating conditions with an impact on forces related to 4.2.6., such as axle load, speed and radius of horizontal curvature.	TSI INF (v141118)
 SPLI-1078	TRACK FREE	A route being detected clear of obstacles such that permission may be given for a train to enter that route.	Subset-023 (v4.0.0)
 SPLI-1424	Track gauge	The smallest distance between lines perpendicular to the running surface	TSI INF (v230928)











ID	Title	Description	Source Reference
		intersecting each rail head profile in a range from 0 to 14 mm below the running surface.	
 SPLI-709	Track gauge	The smallest distance between lines perpendicular to the running surface intersecting each rail head profile in a range from 0 to 14 mm below the running surface.	TSI INF (v141118)
 SPLI-1079	TRACK GEOMETRY	The physical arrangement of the track in terms of curvature, gradient and cant.	Subset-023 (v4.0.0)
 SPLI-1277	track km	the length measured in kilometres of the railway network in Member States, whose scope is laid down in Article 2. Each track of a multiple-track railway line is to be counted	EU Directive 2016/798 (v201023)
 SPLI-1080	TRACK OCCUPIED	An object in a route that prevents that route being offered to a train.	Subset-023 (v4.0.0)
 SPLI-1425	Track twist	Track twist is defined as the algebraic difference between two cross levels taken at a defined distance apart, usually expressed as a gradient between the two points at which the cross level is measured.	TSI INF (v230928)
 SPLI-710	Track twist	Track twist is defined as the algebraic difference between two cross levels taken at a defined distance apart, usually expressed as a gradient between the two points at which the cross level is measured.	TSI INF (v141118)
 SPLI-1081	TRACK-TO-TRAIN TRANSMISSION	The transmission of ERTMS/ETCS messages from trackside equipment to the train via balise, loop or radio. Using intermittent transmission (balise or loop or radio infill) the information can only be transmitted to a train passing the transmission unit.	Subset-023 (v4.0.0)
 SPLI-647	Tracking	Activity of systematically monitoring and recording the present location and status of a given consignment, vehicle, equipment, package or cargo.	TSI TAP (v210418)
 SPLI-1105	Trackside	Trackside	Subset-023 (v4.0.0)
 SPLI-375	Trackside control-command and signalling	all the trackside equipment required to ensure safety and to command and control	TSI CCS (v230810)













ID	Title	Description	Source Reference
		movements of trains authorised to travel on the network.	
 SPLI-1082	TRACKSIDE EQUIPMENT	The equipment with the aim of exchanging information with the vehicle for safely supervising train circulation. The information exchanged between track and trains can be either continuous or intermittent according to the ERTMS/ETCS level of application and to the nature of the information itself.	Subset-023 (v4.0.0)
 SPLI-1106	Traction Cut Off	Traction Cut Off	Subset-023 (v4.0.0)
 SPLI-1814	Traction unit	A powered vehicle able to move itself and other vehicles to which it may be coupled.	TSI OPE (v230928)
 SPLI-1083	TRACTION UNIT	A powered vehicle able to move itself and other vehicles to which it may be coupled.	Subset-023 (v4.0.0)
 SPLI-361	Traction unit	A powered vehicle able to move itself and other vehicles to which it may be coupled.	TSI OPE (v220105)
 SPLI-1815	Train	A train is defined as (a) traction unit(s) with or without coupled vehicles with train data available operating between two or more defined points according to an allocated train path and identified by means of a unique train running number.	TSI OPE (v230928)
 SPLI-1445	train	an operational formation consisting of several units	TSI WAG (v230928)
 SPLI-1278	train	one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point, including a light engine, i.e. a locomotive travelling on its own	EU Directive 2016/798 (v201023)
 SPLI-1234	train	an operational formation consisting of several units	TSI WAG (v200311)
 SPLI-1084	TRAIN	One or more railway vehicles hauled by one or more traction units, or one traction unit travelling alone, running under a given	Subset-023 (v4.0.0)
















ID	Title	Description	Source Reference
		operational number from an initial fixed point to a terminal fixed point.	
 SPLI-747	train	an operational formation consisting of one or more units	TSI LOCPAS (v200311)
 SPLI-648	Train	Definition of OPE TSI: A train is defined as (a) traction unit(s) with or without coupled railway vehicles with train data available operating between two or more defined points.	TSI TAP (v210418)
 SPLI-362	Train	A train is defined as (a) traction unit(s) with or without coupled railway vehicles with train data available operating between two or more defined points.	TSI OPE (v220105)
 SPLI-1818	Train composition	Train composition is the sequence of vehicles in a train. This means both the formation of vehicles within a train and their specific vehicle characteristics.	TSI OPE (v230928)
 SPLI-1819	Train crew	Members of the on-board staff of a train, who are certified as competent and appointed by a railway undertaking to carry out specific, designated safety related tasks on the train, for example the driver or the guard.	TSI OPE (v230928)
 SPLI-364	Train crew	Members of the on-board staff of a train, who are certified as competent and appointed by a railway undertaking to carry out specific, designated safety related tasks on the train, for example the driver or the guard.	TSI OPE (v220105)
 SPLI-1820	Train data	Information which describes the characteristics of a train.	TSI OPE (v230928)
 SPLI-1085	TRAIN DATA	Defined set of data which gives information about the train. Data that characterises a train and which is acquired by ERTMS/ ETCS in order to perform a mission.	Subset-023 (v4.0.0)
 SPLI-1821	Train despatch	The indication to the person driving the train that all station or depot activities are completed and that, as far as the staff	TSI OPE (v230928)










ID	Title	Description	Source Reference
		responsible are concerned, movement authority has been granted for the train.	
 SPLI-365	Train despatch	The indication to the person driving the train that all station or depot activities are completed and that, as far as the staff responsible are concerned, movement authority has been granted for the train.	TSI OPE (v220105)
 SPLI-1086	TRAIN DETECTION	The proof of the presence or absence of trains on a defined section of line.	Subset-023 (v4.0.0)
 SPLI-165	train driver	a person capable and authorised to drive trains, including locomotives, shunting locomotives, work trains, maintenance railway vehicles or trains for the carriage of passengers or goods by rail in an autonomous, responsible and safe manner	EU Directive 2007/59 (v190708)
 SPLI-535	Train Estimated time of Arrival	Means the Estimated time of arrival of a train at a specific point, e.g. handover point, interchange point, train destination	TSI TAF (v190616)
 SPLI-1087	TRAIN INTEGRITY	The level of belief in the train being complete and not having left coaches or wagons behind.	Subset-023 (v4.0.0)
 SPLI-1816	Train Integrity Monitoring System	Train Integrity Monitoring System	TSI OPE (v230928)
 SPLI-1107	Train Interface	Train Interface	Subset-023 (v4.0.0)
 SPLI-1088	TRAIN INTERFACE UNIT	The unit, inside the ERTMS/ETCS on-board equipment, that provides the interface between the ERTMS/ETCS on-board equipment and the train.	Subset-023 (v4.0.0)
 SPLI-1426	Train length	The length of a train, which can run on a certain line in normal operation.	TSI INF (v230928)
 SPLI-711	Train length	The length of a train, which can run on a certain line in normal operation.	TSI INF (v141118)
 SPLI-1089	TRAIN MOVEMENT	When vehicles are moved with train data available, as a rule from station to station, and as a rule under the authority of proceed aspects from main signals, or similar procedures.	Subset-023 (v4.0.0)






ID	Title	Description	Source Reference
 SPLI-1090	TRAIN ORIENTATION, ETCS	<p>If there is an active cab, this one defines the orientation of the train, i.e. the side of the active cab is considered as determining the front of the train. If no cab is active, the train orientation is defined by the last active cab.</p> <p>Exception: from the time the first Supervised Manoeuvre authorisation is received to the time the mission is either ended or continued in Non Leading mode, the train orientation is determined by the direction of the Movement Authority in the last received Supervised Manoeuvre authorisation, regardless of the position of the engine in the shunting consist and of which of its cab(s) is active.</p>	Subset-023 (v4.0.0)
 SPLI-650	Train path	See 'path'	TSI TAP (v210418)
 SPLI-536	Train path	Means the train route defined in time and space	TSI TAF (v190616)
 SPLI-201	train path	the infrastructure capacity needed to run a train between two places over a given period	EU Directive 2012/34 (v190101)
 SPLI-1091	TRAIN POSITION CONFIDENCE INTERVAL	<p>The distance interval within which the ERTMS/ETCS on-board assumes the actual train position is, with a defined probability.</p> <p>It comprises the odometer over-reading and under-reading amounts, plus twice the location accuracy of the reference balise group.</p>	Subset-023 (v4.0.0)
 SPLI-1822	Train preparation	<p>Process for ensuring that a train is in a fit condition to enter service, that the train equipment is correctly deployed and the train composition matches the train's designated route(s). It includes the coupling or decoupling of vehicles, connecting or disconnecting of pipes, services, cabling and the indication of a rear end signal.</p> <p>Train preparation also includes brake configuration setting and the inspections, tests, and checks before departure.</p>	TSI OPE (v230928)












ID	Title	Description	Source Reference
		Note: The movement to get a vehicle in or out of the train composition is a shunting movement.	
 SPLI-366	Train preparation	Ensuring that a train is in a fit condition to enter service, that the train equipment is correctly deployed and the train composition matches the train's designated route(s). Train preparation also includes technical inspections carried out prior to the train entering service.	TSI OPE (v220105)
 SPLI-1823	Train preparer	Staff in charge of the preparation of a train.	TSI OPE (v230928)
 SPLI-1817	Train Protection System	Train Protection System	TSI OPE (v230928)
 SPLI-1242	Train Protection System	a system that helps to enforce obedience to signals and speed restrictions	EU Directive 2016/798 (v201023)
 SPLI-363	Train Protection System	Train Protection System	TSI OPE (v220105)
 SPLI-537	Train running interrupted	Means that the continuation of the train is unknown based on local circumstances at the time and in the opinion of the parties involved. If the Delay is known, the infrastructure manager sends a train running forecast message	TSI TAF (v190616)
 SPLI-1092	TRAIN RUNNING NUMBER	A number under which the train is operated.	Subset-023 (v4.0.0)
 SPLI-649	Train Time of Estimated Arrival	Estimated Time of Arrival of a train at a specific point, e.g. handover point, interchange point, destination of the train.	TSI TAP (v210418)
 SPLI-1093	TRAIN TRIP	Initiated when a train passes an EOA/LOA, excluding any occasion when a suppress facility is used, and causes an immediate application of the emergency brake.	Subset-023 (v4.0.0)
 SPLI-1279	train-km	the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance	EU Directive 2016/798 (v201023)





ID	Title	Description	Source Reference
		on the national territory of the reporting country shall be taken into account.	
 SPLI-1094	TRAIN-TO-TRACK TRANSMISSION	The transmission of ERTMS/ETCS messages from the train to trackside equipment via radio.	Subset-023 (v4.0.0)
 SPLI-166	training centre	an entity accredited or recognised by the competent authority to give training courses	EU Directive 2007/59 (v190708)
 SPLI-737	Trainset	a fixed formation that can operate as a train; it is by definition not intended to be reconfigured, except within a workshop environment. It is composed of only motored or of motored and non-motored vehicles	TSI LOCPAS (v200311)
 SPLI-748	tram-train	a vehicle designed for combined use on both a light-rail infrastructure and a heavy-rail infrastructure	TSI LOCPAS (v200311)
 SPLI-251	tram-train	a vehicle designed for combined use on both a light-rail infrastructure and a heavy-rail infrastructure	EU Directive 2016/797 (v200528)
 SPLI-1824	Trans-European Network	Trans-European Network	TSI OPE (v230928)
 SPLI-367	Trans-European Network	Trans-European Network	TSI OPE (v220105)
 SPLI-538	Trans-European rail network	Means the rail network as described in Annex 1 to Directive 2008/57/EC	TSI TAF (v190616)
 SPLI-651	Transshipment	The operation of moving intermodal loading units from one means of transport to another.	TSI TAP (v210418)
 SPLI-202	transit	crossing territory of the Union without loading or unloading goods, and/or without picking up passengers or setting them down in territory of the Union	EU Directive 2012/34 (v190101)
 SPLI-1825	Transition	Controlled change between the different ETCS levels.	TSI OPE (v230928)
 SPLI-1095	TRANSITION BUFFER	In case of level transition or RBC/RBC handover, it refers to the on-board storage containing trackside information not used	Subset-023 (v4.0.0)









ID	Title	Description	Source Reference
		immediately and that is evaluated at the time the level transition is performed or at the time the Accepting RBC becomes the supervising one, respectively.	
 SPLI-1826	Transition point	Point where a transition between ETCS levels takes place.	TSI OPE (v230928)
 SPLI-1096	TRANSITIONS	The controlled changes between operating modes and / or levels	Subset-023 (v4.0.0)
 SPLI-1108	Transmission Control Protocol	Transmission Control Protocol	Subset-023 (v4.0.0)
 SPLI-652	Transmission Control Protocol/Internet Protocol	Transmission Control Protocol/Internet Protocol	TSI TAP (v210418)
 SPLI-1217	TRANSMISSION MODE TABLE	The Transmission mode table contains the transmission mode for each known ETCS ID (i.e. RBC).	Subset-037 (v4.0.0)
 SPLI-1097	TRANSPONDER	See Balise and Eurobalise	Subset-023 (v4.0.0)
 SPLI-1220	Transport Connection	Transport Connection	Subset-037 (v4.0.0)
 SPLI-1221	Transport Connection EndPoint Identifier	Transport Connection EndPoint Identifier	Subset-037 (v4.0.0)
 SPLI-539	Transport contract	Means a contract of carriage for consideration or free of charge between a railway undertaking or a ticket vendor and the passenger for the provision of one or more transport services	TSI TAF (v190616)
 SPLI-1109	Transport Key	Transport Key	Subset-023 (v4.0.0)
 SPLI-540	Transport mode	Means a generic type of vehicle capable of transporting passengers (train, plane, bus, etc.)	TSI TAF (v190616)
 SPLI-1222	Transport Protocol	Transport Protocol	Subset-037 (v4.0.0)
 SPLI-1223	Transport Protocol Class 2	Transport Protocol Class 2	Subset-037 (v4.0.0)
 SPLI-1224	Transport Protocol Data Unit	Transport Protocol Data Unit	Subset-037 (v4.0.0)
 SPLI-1225	Transport Service	Transport Service	Subset-037 (v4.0.0)






ID	Title	Description	Source Reference
 SPLI-541	Transport service	Means a commercial transport service or transport service under public service contract linking two or more locations, offered by a railway undertaking according to a published timetable. A transport service is normally performed with a specific transport mode	TSI TAF (v190616)
 SPLI-1226	Transport Service Access Point	Transport Service Access Point	Subset-037 (v4.0.0)
 SPLI-1227	Transport Service Data Unit	Transport Service Data Unit	Subset-037 (v4.0.0)
 SPLI-542	Transport service provider	Means any private or public company authorised to transport people in domestic or international passenger traffic. A 'transport service provider' accepts travel documents issued by the accredited sales points of its distributors. It plays the role of the contractual carrier with which the passenger has entered into a contract of carriage. Execution of the transport service may be entrusted, in part or in full, to a substitute carrier	TSI TAF (v190616)
 SPLI-1280	trespasser	any person present on railway premises where such presence is forbidden, with the exception of a level crossing user	EU Directive 2016/798 (v201023)
 SPLI-1827	Trip	Irrevocable application of the emergency brakes by ETCS until the train/shunting composition is at a standstill.	TSI OPE (v230928)
 SPLI-1098	TRIP MODE	ERTMS/ETCS/ERTMS/ETCS on-board equipment mode (e.g. entered when passing an EOA), resulting in an application of the emergency brake that can only be revoked at standstill and with additional precautions.	Subset-023 (v4.0.0)
 SPLI-653	Trip plan	For wagon or Intermodal unit shows the planned reference trip of the wagon/ Intermodal unity.	TSI TAP (v210418)
 SPLI-1218	TRIPLE-KEY	Term used for three concatenated DES-keys, i.e. a length of 192 bits. In this	Subset-037 (v4.0.0)









ID	Title	Description	Source Reference
		specification, KMAC and KSMAC are both triple-keys.	
 SPLI-543	Two-Phase Commit	see: ACID	TSI TAF (v190616)
 SPLI-252	type	a vehicle type defining the basic design characteristics of the vehicle as covered by a type or design examination certificate described in the relevant verification module	EU Directive 2016/797 (v200528)
 SPLI-284	type of operation	the type characterised by passenger transport, including or excluding high-speed services, freight transport, including or excluding dangerous goods services, and shunting services only	EU Directive 2016/798 (v201023)
 SPLI-1116	Unauthorised Direction Movement Protection	Unauthorised Direction Movement Protection	Subset-023 (v4.0.0)
 SPLI-1243	Unauthorised movement	<p>Unauthorised movement as referred to in points 4.4 and 4.5 above means to pass:</p> <ul style="list-style-type: none"> — a trackside colour light signal or semaphore at danger, or an order to STOP where a Train Protection system (TPS) is not operational, — the end of a safety related movement authority provided in a TPS, — a point communicated by verbal or written authorisation laid down in regulations, — stop boards (buffer stops are not included) or hand signals. <p>Any case in which a vehicle without any traction unit attached or a train that is unattended runs away past a signal at danger is not included. Any case in which, for any reason, the signal is not turned to danger in time to allow the driver to stop the train before the signal is not included. National safety authorities may report separately on the four indices of unauthorised movement listed in the indents in this point and shall report at least an aggregate indicator containing data on all four items indices.</p>	EU Directive 2016/798 (v201023)

ID	Title	Description	Source Reference
 SPLI-1110	UNCOMMISSIONED AREA	Piece of track where ERTMS/ETCS is being installed but has not yet been commissioned and shall thus not be taken into account.	Subset-023 (v4.0.0)
 SPLI-1111	UNDER-READING AMOUNT	The distance the train may have travelled further than the estimated position. The distance is estimated by the ERTMS/ETCS-on-board equipment taking into account the odometer inaccuracy plus the error for the detection of a balise location, as defined in the Eurobalise specifications.	Subset-023 (v4.0.0)
 SPLI-285	unfiller	an enterprise that removes goods from a tank (including a tank-wagon, wagon with demountable tank, portable tank or tank-container), a wagon, a large container or small container for carriage in bulk, or from a battery-wagon or multiple-element gas container	EU Directive 2016/798 (v201023)
 SPLI-1112	UNFITTED AREA	See NON-EQUIPPED LINE	Subset-023 (v4.0.0)
 SPLI-1828	Unfitted mode	Unfitted mode	TSI OPE (v230928)
 SPLI-1113	UNFITTED MODE	ERTMS/ETCS on-board equipment mode allowing a fitted train to run in an unfitted area.	Subset-023 (v4.0.0)
 SPLI-1427	Unguided length of an obtuse crossing	Portion of obtuse crossing where there is no guidance of the wheel described as 'unguided length' in the specification referenced in Appendix T, Index [17].	TSI INF (v230928)
 SPLI-712	Unguided length of an obtuse crossing	Portion of obtuse crossing where there is no guidance of the wheel described as 'unguided distance' in EN 13232-3:2003.	TSI INF (v141118)
 SPLI-1114	UNIFE ETCS Working group	UNIFE ETCS Working group	Subset-023 (v4.0.0)
 SPLI-1117	Union Internationale des Chemins de Fer	Union Internationale des Chemins de Fer	Subset-023 (v4.0.0)
 SPLI-255	Union rail system	the Union rail system as defined in point (1) of Article 2 of Directive (EU) 2016/797	EU Directive 2016/798 (v201023)














ID	Title	Description	Source Reference
 SPLI-210	Union rail system	the elements listed in Annex I	EU Directive 2016/797 (v200528)
 SPLI-1446	unit	<p>generic term used to name the rolling stock. It is subject to the application of this TSI, and therefore subject to the EC verification procedure.</p> <p>A unit can consist of:</p> <ul style="list-style-type: none"> — a ‘wagon’ that can be operated separately, featuring an individual frame mounted on its own set of wheels, or — a rake of permanently connected ‘elements’, those elements cannot be operated separately, or — ‘separate rail bogies connected to compatible road vehicle(s)’ the combination of which forms a rake of a rail compatible system. 	TSI WAG (v230928)
 SPLI-1235	unit	<p>generic term used to name the rolling stock. It is subject to the application of this TSI, and therefore subject to the EC verification procedure.</p> <p>A unit can consist of:</p> <ul style="list-style-type: none"> — a ‘wagon’ that can be operated separately, featuring an individual frame mounted on its own set of wheels, or — a rake of permanently connected ‘elements’, those elements cannot be operated separately, or — ‘separate rail bogies connected to compatible road vehicle(s)’ the combination of which forms a rake of a rail compatible system. 	TSI WAG (v200311)
 SPLI-749	unit	<p>generic term used to name the rolling stock which is subject to the application of this TSI, and therefore subject to ‘EC’ verification.</p> <p>A Unit may be composed of several ‘vehicles’, as defined in point (3) of Article 2 of Directive (EU) 2016/797, Article 2(c); considering the scope of this TSI, the use of the term ‘vehicle’ in this TSI is limited to the</p>	TSI LOCPAS (v200311)




ID	Title	Description	Source Reference
		rolling stock subsystem as defined in Chapter 1.	
 SPLI-655	Unit capacity used	Code to indicate to which extent the equipment is loaded or empty. (e.g. full, empty, LCL).	TSI TAP (v210418)
 SPLI-654	Unit Load	A number of individual packages bonded, palletised or strapped together to form a single unit for more efficient handling by mechanical equipment.	TSI TAP (v210418)
 SPLI-656	Unit train	A freight train dispatched with only one consignment note and only one type of goods and composed of uniform wagons running from a consignor to a consignee without intermediate marshalling.	TSI TAP (v210418)
 SPLI-1118	Universal Time Co-ordinated	Universal Time Co-ordinated	Subset-023 (v4.0.0)
 SPLI-286	unloader	an enterprise which removes a container, bulk-container, multiple-element gas container, tankcontainer or portable tank from a wagon, or any enterprise which unloads packaged goods, small containers or portable tanks out of or from a wagon or a container, or any enterprise which discharges goods from a tank (tankwagon, demountable tank, portable tank or tank-container), or from a battery-wagon or multiple-element gas container, or from a wagon, large container or small container for carriage in bulk or a bulk-container	EU Directive 2016/798 (v201023)
 SPLI-1228	Unnumbered Acknowledge	Unnumbered Acknowledge	Subset-037 (v4.0.0)
 SPLI-1229	Unnumbered Information (HDLC frame)	Unnumbered Information (HDLC frame)	Subset-037 (v4.0.0)
 SPLI-1115	UNPROTECTED WRONG SIDE FAILURE	A wrong side failure where no other part of the signalling system provides protection.	Subset-023 (v4.0.0)
 SPLI-203			

ID	Title	Description	Source Reference
	upgrade of the railway infrastructure	major modification works to the infrastructure which improve its overall performance	EU Directive 2012/34 (v190101)
 SPLI-253	upgrading	any major modification work on a subsystem or part of it which results in a change in the technical file accompanying the 'EC' declaration of verification, if that technical file exists, and which improves the overall performance of the subsystem	EU Directive 2016/797 (v200528)
 SPLI-204	urban and suburban services	transport services whose principal purpose is to meet the transport needs of an urban centre or conurbation, including a cross-border conurbation, together with transport needs between such a centre or conurbation and surrounding areas	EU Directive 2012/34 (v190101)
 SPLI-1428	Usable length of a platform	<p>The maximum continuous length of that part of platform in front of which a train is intended to remain stationary in normal operating conditions for passengers to board and alight from the train, making appropriate allowance for stopping tolerances.</p> <p>Normal operating conditions means that railway is operating in a non-degraded mode (e.g. rail adhesion is normal, signals are working, everything is working as planned).</p>	TSI INF (v230928)
 SPLI-713	Usable length of a platform	<p>The maximum continuous length of that part of platform in front of which a train is intended to remain stationary in normal operating conditions for passengers to board and alight from the train, making appropriate allowance for stopping tolerances.</p> <p>Normal operating conditions means that railway is operating in a non-degraded mode (e.g. rail adhesion is normal, signals are working, everything is working as planned).</p>	TSI INF (v141118)
 SPLI-1230	Use of this parameter is a user option	Use of this parameter is a user option	Subset-037 (v4.0.0)

ID	Title	Description	Source Reference
 SPLI-1231	Use of this parameter is a user option. If not provided, a default value will be used	Use of this parameter is a user option. If not provided, a default value will be used	Subset-037 (v4.0.0)
 SPLI-1119	VALIDATION	Confirmation by examination and provision of objective evidence that the particular requirements for a specific intended use have been fulfilled.	Subset-023 (v4.0.0)
 SPLI-1120	VALIDATOR	The person or agent appointed to carry out validation.	Subset-023 (v4.0.0)
 SPLI-738	Van	a vehicle without traction capable of carrying payload other than passengers, e.g. luggage or mail, intended to be integrated into a fixed or variable formation which is intended to transport passengers	TSI LOCPAS (v200311)
 SPLI-1121	VARIABLE	A set of bits which are given a unique identity and meaning.	Subset-023 (v4.0.0)
 SPLI-287	vehicle	a railway vehicle suitable for circulation on wheels on railway lines, with or without traction; a vehicle is composed of one or more structural and functional subsystems;	EU Directive 2016/798 (v201023)
 SPLI-254	vehicle	a railway vehicle suitable for circulation on wheels on railway lines, with or without traction; a vehicle is composed of one or more structural and functional subsystems	EU Directive 2016/797 (v200528)
 SPLI-376	Vehicle in operation	The vehicle is in operation when it is registered with 'Valid' registration code '00', in the National Vehicle Register in accordance with Commission Decision 2007/756/EC (33) or in the European Vehicle Register in accordance with Commission Implementing Decision (EU) 2018/1614 (34) and maintained in a safe state of running in accordance with Commission Implementing Regulation (EU) 2019/779 (35)	TSI CCS (v230810)
 SPLI-1122	VERIFICATION	Confirmation, by examination and provision of objective evidence, that the specified	Subset-023 (v4.0.0)

ID	Title	Description	Source Reference
		requirements for the lifecycle phase have been fulfilled.	
 SPLI-1126	Verification and Validation	Verification and Validation	Subset-023 (v4.0.0)
 SPLI-1123	VERIFIER	The person or agent appointed to carry out verification.	Subset-023 (v4.0.0)
 SPLI-205	vertically integrated undertaking	<p>an undertaking where, within the meaning of Council Regulation (EC) No 139/2004 (1):</p> <p>(a) an infrastructure manager is controlled by an undertaking which at the same time controls one or several railway undertakings that operate rail services on the infrastructure manager's network;</p> <p>(b) an infrastructure manager is controlled by one or several railway undertakings that operate rail services on the infrastructure manager's network; or</p> <p>(c) one or several railway undertakings that operate rail services on the infrastructure manager's network are controlled by an infrastructure manager.</p> <p>It also means an undertaking consisting of distinct divisions, including an infrastructure manager and one or several divisions providing transport services that do not have a distinct legal personality.</p> <p>Where an infrastructure manager and a railway undertaking are fully independent of each other, but both are controlled directly by a Member State without an intermediary entity, they are not considered to constitute a vertically integrated undertaking for the purposes of this Directive</p>	EU Directive 2012/34 (v190101)
 SPLI-206	viable alternative	access to another service facility which is economically acceptable to the railway	EU Directive 2012/34 (v190101)

ID	Title	Description	Source Reference
		undertaking, and allows it to operate the freight or passenger service concerned	
 SPLI-1829	Virtual Balise Cover	Virtual Balise Cover	TSI OPE (v230928)
 SPLI-1124	VIRTUAL BALISE COVER	A specific marker in balise telegrams, that allows substituting the physical cover plates in lines under construction.	Subset-023 (v4.0.0)
 SPLI-1125	VITAL	A description applied to equipment whose correct operation is essential to the integrity of the signalling system. Most vital equipment is designed to fail-safe principles - a wrong side failure of vital equipment could directly endanger rail traffic.	Subset-023 (v4.0.0)
 SPLI-368	Wagon	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	TSI OPE (v220105)
 SPLI-657	Wagon Keepers	Wagon Keepers	TSI TAP (v210418)
 SPLI-658	Wagon load	A unit load whereas the unit is a wagon.	TSI TAP (v210418)
 SPLI-1127	WARNING	Audible and/or visual indication to alert the driver to a condition which requires a positive action by the driver.	Subset-023 (v4.0.0)
 SPLI-1131	Warning supervision limit	Warning supervision limit	Subset-023 (v4.0.0)
 SPLI-659	Waybill	The document made out by the carrier or on behalf of the carrier evidencing the contract for the transport of cargo.	TSI TAP (v210418)
 SPLI-1128	WHEELSLIDE	When a braked wheel loses adhesion with the rails and under rotates.	Subset-023 (v4.0.0)
 SPLI-1129	WHEELSLIP	When a traction-driven wheel loses adhesion with the rails and over rotates	Subset-023 (v4.0.0)
 SPLI-1244	Work passenger	a passenger travelling in connection with their professional activities excluding commuting	EU Directive 2016/798 (v201023)
 SPLI-207	working timetable		

ID	Title	Description	Source Reference
		the data defining all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force	EU Directive 2012/34 (v190101)
 SPLI-1130	WRONG SIDE FAILURE	An equipment failure tending to cause danger to rail traffic.	Subset-023 (v4.0.0)
 SPLI-1281	wrong side signalling failure	any technical failure of a signalling system (either to infrastructure or to rolling stock), resulting in signalling information less restrictive than that demanded	EU Directive 2016/798 (v201023)
 SPLI-208	'essential functions' of infrastructure management	decision-making concerning train path allocation, including both the definition and the assessment of availability and the allocation of individual train paths, and decision-making concerning infrastructure charging, including determination and collection of charges, in accordance with the charging framework and the capacity allocation framework established by the Member States pursuant to Articles 29 and 39	EU Directive 2012/34 (v190101)

1404 items found  