

Annex “M“**Glossary of used terms**

For purposes of this Statement, following basic definitions of terms are used:

- a) **Ad-hoc**” is the process of negotiating individual requests of the applicants for allocation of infrastructure capacity out of scope of elaborated timetable;
- b) **“Railway undertaking”** is a physical or legal person registered in the Commercial register carrying out rail transport operation pursuant to the Rail Systems Act
- c) **“Transport services”** refer to meeting the transport needs of inhabitants within the territory of the region or state in the public interest; within transport services, the state ensures basic transport services and the region, within independent competency, contributes to transport services in the region;
- d) **“Railway”** is the infrastructure intended for movement of railway vehicles including fixed equipment necessary for ensuring safety and fluency of railway transport;
- e) **“Railway infrastructure capacity”** is, for the purposes of operation of railway transport, the usable permeability of the rail within the scheme of requested train paths in a section of railway infrastructure over a certain period;
- f) **“Combined transport”** is transport of goods that uses transport units enabling transloading to another mode of transport without manipulation with its content
- g) **“Coordination”** is the process through which the allocation body and applicants try to resolve situations when multiple applications for infrastructure capacity exists that are in conflict;
- h) **“Infrastructure manager”** is the railway operator;
- i) **“manipulation train”** is a train intended for carrying out cargo from a train-formation station to neighbouring or intermediate stations or for carrying in cargo from neighbouring or intermediate stations to a train-formation station,
- j) **“Exceptional load”** is a load that causes, by its outside dimensions, weight or nature, with regard to railway equipment or rail vehicles, difficulties during transport along railway infrastructure and therefore can only be transported under special technical or operational conditions;
- k) **“Closure timetable diagram”** is a timetable diagram constructed for a given closure in relation to railway transport operation restrictions during the closure implementation. A closure timetable diagram is one of the ways of elaborating a closure timetable pursuant to Order No 173/1995 Coll. Issuing the Railway Transportation Rules;
- l) **“Operator of railway”** is a subject carrying out traffic control and organization of railway transport within a network;
- m) **Capacity enhancement plan”** is a measure or a set of measures with a schedule of realization which are designed to mitigate problems with insufficient infrastructure capacity that result in declaring a part of infrastructure to be overloaded;
- n) **“fee”** (for purposes of this Network Statement) is a price pursuant to Art. 33 of Act No 266/1994 Coll. on Rail Systems as amended, calculated according to conditions specified in this Network Statement.

- o) “**Operation of railway**” includes activities through which railway is supported and operated and railway transport is organized;
- p) “**Operation of railway transport**” is an activity during which a legal relationship arises between the operator of this transport and the subject whose transport need is being met; the subject of this relationship is transport of passengers, goods or animals, or an activity through which business according special regulations is ensured;
- q) “**Railway operator**” is an individual or corporate body listed in the Trade Register, which carries out operation of railway according to the Railway Act;
- r) “**Serviceability of railway**” is a technical condition of railway ensuring its safe and fluent operation;
- s) “**Overloaded infrastructure**” is a part of infrastructure where the demand for infrastructure capacity cannot be met during certain time periods even after coordination of various requests for infrastructure capacity;
- t) “**Allocation body**” is a subject which is represented by the Railway Infrastructure Administration (if the infrastructure in question is owned by the state) or the owner of the infrastructure (if the infrastructure in question is not owned by the state);
- u) “**Allocation**” is the process of allocation of infrastructure capacity;
- v) “**Framework agreement**” is a general agreement setting the rights and duties of the applicant and allocation body regarding the infrastructure capacity that is to be allocated and fees that are to be charged over a period longer than the period of one working timetable;
- w) “**Framework path/day**” is, for the purposes of determining price for capacity allocation, a movement of one train from starting station to destination station within 24 hours without change of kind and character of operated railway transport;
- x) “**station technology**” is a complex of activities with a train-set planned by the RU in a specific transport point. This concerns e.g. standstill of rail vehicles (while informing on the planned standstill time), continuing the transport by another train (while informing on the direction and term of the following ride or the train number) or moving rail vehicles to sidings or a manipulation track.
- y) “**Public interest**”, in the area of public railway passenger transport, is the interest in ensuring basic transport needs of population; decisions on applying the public interest while ensuring transport services are made by relevant public administration body or local government;
- z) “**Train path**” is a portion of infrastructure capacity that is necessary for movement of the train between two places over given period of time;
- aa) “**train-formation station**” is a selected marshalling station specified in Chapter 3.8.1 of the Network Statement
- bb) “**sidings train**” is a train designed for servicing sidings branching from a wide track and returning to the station (directly neighbouring with the open line section which the sidings branch from) from which it has been dispatched. Sidings trains are also trains designed for rides to a loading point and returning to the station(directly neighbouring with the open line section where the loading point is situated) from which they have been dispatched-

A sidings train can also serve for a ride from a station to the sidings directly branching from this station or vice versa.

- cc) “**Exhausted capacity**” is a situation when after coordination of requested paths and consulting with applicants, requests for free infrastructure capacity cannot be met in a satisfactory way,
- dd) “**closure**” is an adaptation of transport and operational infrastructure installation usage requiring the adoption of special technological and technical measures leading to rail operation limitations or rail transport operation limitations. A closure pursuant to this Network Statement is not an infrastructure capacity limitation caused by operation extraordinary situations (e.g. safety installations defects and breakdowns, rail vehicles’ defects etc.) up to the time these defects are eliminated or subsequently established as a closure.
- ee) “**Service facilities**” is a designation for facilities including the terrain, building and equipment which have been set up as a whole or parts to allow providing one or more services directly related to operating rail transport on a nationwide or regional network or on publicly accessible sidings.
- ff) “**Applicant**” is a common designation for an applicant for capacity which is in possession of a valid licence (RU) and an applicant for capacity which is not in possession of a valid licence. An applicant is also a RU that uses railway infrastructure capacity allocated to an applicant which is not in possession of a valid licence;
- gg) “**Railway infrastructure**” is a national or regional network owned by the state intended for operation of railway transport by railway undertakings;