

The Network Statement Glossary

For the purpose of this Network Statement the following definitions of terms have been used.

- a) **“ad hoc paths/trains”** mean paths/trains ordered by an applicant and arranged outside the annual timetabling process;
- b) **“alternative route”** means 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;
- c) **“safety certificate”** means the decision of the safety authority (Transport Authority in Slovakia) stipulating the access of the railway undertaking to the railway network. The safety certificate may cover whole railway network or only a defined part thereof;
- d) **“Member State”** means:
 - a) the Member State of the European Union, except for the Republic of Cyprus and the Republic of Malta,
 - b) the state which is a contracting party of the European Economic Area Agreement, except for the Republic of Iceland, and
 - c) the Swiss Confederation;
- e) **“traffic point”** includes traffic control points with rail branching (stations, passing loops, junctions), traffic control points without rail branching (automatic signaling, signal boxes, warning system) and stops, diverging switches, loading areas, etc., which are used in timetable planning process;
- f) **“annual timetable”** means determined organization of railway transport which implies standard activities of all railway organizational units relating to railway transport;
- g) **“infrastructure capacity”** means the possibility to schedule train paths for a certain time period over a certain section of railway network;
- h) **“coordination”** means the process through which the infrastructure manager (ŽSR) and applicants will attempt to resolve situations in which there are conflicting applications for infrastructure capacity;
- i) **“licence”** means an authorization issued by a licensing authority (in Slovakia: the Transport Authority; the Railway Regulatory Authority until 31.12.2013) to an undertaking, by which its capacity to provide rail transport services as a railway undertaking is recognised;
- j) **“Infrastructure manager”** means an entrepreneur operating the railway infrastructure, i.e. performs activities ensuring the railway infrastructure administration and service and the railway transport organization. Railway infrastructure is operated under contract for access to the railway infrastructure with its owner, if he is not the owner or under the Act on Railroads (ŽSR acts as infrastructure manager in Slovakia);
- k) **“peage line”** means a railway line connection starting and ending on a territory of the same state whereas section of the line passes through the territory of a neighbouring state.
- l) **“infrastructure capacity enhancement plan”** means a measure or series of measures with a calendar for their implementation which are proposed to alleviate the capacity constraints leading to the declaration of a section of infrastructure as congested infrastructure;
- m) **“service facility operator”** means an entrepreneur operating one or more service facilities or providing one or more services to railway undertakings referred to the Act on Railroads; and in Annex 13 part B points 2 - 4;
- n) **“congested infrastructure”** means a section of railway network for which demand for infrastructure capacity cannot be fully satisfied during certain periods, even after coordination of the different requests for infrastructure capacity; The same shall apply for railway lines or its sections over which a scarcity of capacity is assumed in short time period.

- o) **“railroad operator”** means a natural or legal person, which operates the railroad as its owner or under Contract concluded with the owner (ŽSR operates the railroad in Slovakia);
- p) **“allocation”** means a process of railway infrastructure capacity allocation;
- q) **“reasonable profit”** means a rate of return of own capital that takes into account the risks, including risks associated with revenue or absence of risk for the service facility operator and is in line with the average rate of the sector for the last three years;
- r) **“regulatory body”** means the body supervising over the observance of transparent and non-discriminatory conditions of accessing the railway network by applicants and of assigning the infrastructure capacity (Railway Regulatory Authority from the perspective of Slovakia);
- s) **“service facility”** means an 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;
- t) **“special ways”** mean the railroads managed by ŽSR for the urban and suburban public passenger transport. As well as railroads running into the railroads serving just for local or tourism purposes, in particular local narrow-gauge railroads. In order to identify special way the term “way” shall be used for the purpose of this document.
- u) **“train path”** means the infrastructure capacity needed to run a train between a place of departure and a place of destination over a railway line;
- v) **“rail siding”** means a railroad directly or through other siding rail connected to the railway network; it is used for the movement of rolling stock for the purpose of loading, transshipment and unloading of goods and is located within plants, warehouses, ports and terminals;
- w) **“railway infrastructure”** means a complex of railway track objects - constructions, engineering networks and facilities necessary for the operation of railroad and transport operation;
- x) **“railroads”** mean railway tracks and siding rails. For the purpose of this document railroad is referred to as railroads;
- y) **“railway undertaking”** means any public or private undertaking, licensed according to applicable Community legislation, 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;
- z) **“railway network”** means the entire railway infrastructure including railway lines, stations, terminals and any kind of firm devices necessary to ensure safe and continuous railway operation;
- aa) **“railway tracks”** constitute the transport route for railway vehicles for the purpose of railway transport. Railway tracks can be divided by purpose, significance and equipment to main and secondary lines. The main lines serve for international transport and provision of national transport servicing. The secondary lines serve for provision of regional transport servicing and urban and suburban transport services;
- bb) **“applicant”** means a railway undertaking or an international grouping of railway undertakings with a valid licence in terms of Article 42 of the Act No. 513/2009 Coll. on Railroads and on amendments of some acts or other persons or legal entities, such as competent authorities under the Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.