



Glossary of used terms

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

- 1) **“Railway infrastructure”** is a national or regional network owned by the state intended for operation of railway transport by railway undertakings.
- 2) **“Allocation”** is the process of allocation of rail capacity.
- 3) **“Applicant”** is a subject in possession of a valid licence or a subject registered in other Member State of the European Community certified for operation of freight railway transport on networks included in European railway system, or an international association of certified subjects if a subject that belongs to that international association is based in the Czech Republic.
- 4) **“Overloaded infrastructure”** is a part of infrastructure within which the demand for rail capacity cannot be met during certain time periods even after coordination of various requests for rail capacity.
- 5) **“Capacity enhancement plan”** is a measure or a set of measures with a schedule of realization which are designed to mitigate problems with insufficient rail capacity that result in declaring a part of infrastructure to be overloaded.
- 6) **“Coordination”** is the process through which the allocation body and applicants try to resolve situations when multiple applications for rail capacity exists that are in conflict.
- 7) **“Framework agreement”** is a general agreement setting the rights and duties of the applicant and allocation body regarding the rail capacity that is to be allocated and fees that are to be charged over a period longer than the period of one working timetable.
- 8) **“Rail 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 infrastructure over certain period.
- 9) **“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).
- 10) **“Train path”** is a portion of rail capacity that is necessary for movement of the train between two places over given period of time.
- 11) **“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.
- 12) **“Ad-hoc”** is the process of negotiating individual requests of the applicants for allocation of rail capacity out of scope of elaborated timetable.
- 13) **“Infrastructure manager”** is the railway operator.
- 14) **“Railway”** is infrastructure intended for movement of railway vehicles including fixed equipment necessary for ensuring safety and fluency of railway transport.
- 15) **“Serviceability of railway”** is a technical condition of railway ensuring its safe and fluent operation.
- 16) **“Operation of railway”** includes activities through which railway is supported and operated and railway transport is organized.



- 17) **“Railway operator”** is an individual or corporate body listed in the Trade Register, which carries out operation of railway according to the Railway Act.
- 18) **“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.
- 19) **“Railway undertaking”** is an individual or corporate body listed in the Trade Register which carries out operation of railway transport according to the Railway Act.
- 20) **“Operator of railway”** is a subject carrying out traffic control and organization of railway transport within a network.
- 21) **“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.
- 22) **“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.
- 23) **“Combined transport”** is transport of goods that uses, within one transport, road or water transport besides rail transport.
- 24) **“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.
- 25) **“Requested rail capacity”** is defined as time range between the earliest requested time in the time framework of departure from the starting transport point (point of entry to RIA's infrastructure) and the latest time in the time framework of arrival to destination transport point (output transport point from RIA's infrastructure). If the railway undertaking does not specify time framework for departure and/or arrival, the earliest departure time is considered as midnight and the latest arrival time 11:59 pm.
- 26) **“Allocated rail capacity”** is defined as time span between the time of departure from the starting transport point (point of entry to RIA's infrastructure) and the time of arrival to the destination transport point (output transport point from RIA's infrastructure) of assigned train path, 120 minutes as minimum and 1440 minutes as maximum.
- 27) **“Path-day”** indicates one path on one day. The number of path-days within allocated capacity is the number of days for which capacity is allocated for the assigned path. Path-day is the basic unit for charging of rail capacity.
- 28) **“Maximum delay”**: maximum delay of a movement of a train can be such that actual train path does not exceed allocated capacity framework, i. e. the actual time of departure from the starting transport point (point of entry to RIA's infrastructure) is less or equal to planned time of arrival of the train to the destination transport point (output transport point from RIA's infrastructure), or the minimum time of allocated capacity. If the actual value of the delay exceeds the maximum delay, the railway undertaking must apply for allocation of new rail capacity for another movement of the train.
- 29) **“Maximum lead”**: the movement of the train can be lead with a lead but in such a manner that the actual train path does not exceed allocated capacity framework, i. e. that the actual time of departure from the starting transport point (point of entry to



RIA's infrastructure) + planned time of movement to the destination transport point (output transport point from RIA's infrastructure) is equal to planned time of departure from the starting transport point (point of entry to RIA's infrastructure). For a longer lead, it is necessary to apply for allocation of new rail capacity.

- 30) ***“Offering path”*** or ***“catalogue path”*** is a path constructed within the planning of the annual timetable and intended as its offering for meeting subsequent requests of railway undertakings. Infrastructure capacity is not allocated for these paths and is not allocated before handling of individual applications of railway undertakings. Catalogue paths are also paths of scheduled trains on days for which relevant railway undertaking has not applied for capacity allocation.