OSJD GLOSSARY
CONTENT

I. Terms, definitions and parameters used in the statistics of railway transport.
II. Terms and definitions used in the training and education of personnel in the field of railway transportation.
I. Terms, definitions and parameters used in the railway transport statistics.

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<th>Ser. No.</th>
<th>Term</th>
<th>Interpretation</th>
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<tr>
<td>1.</td>
<td>“Express” ACS</td>
<td>The comprehensive automated control system for railway passenger transportation.</td>
</tr>
<tr>
<td>2.</td>
<td>A coach with double-berth compartments</td>
<td>A sleeping coach with soft double-berth compartments.</td>
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<tr>
<td>3.</td>
<td>A coach with three birth or four-berth compartments</td>
<td>A sleeping coach with three-berth and four-berth compartments.</td>
</tr>
<tr>
<td>4.</td>
<td>A railway section of the turn-round of locomotives</td>
<td>Part of the railway network, limited by points of turn-round of locomotives. Locomotive turn-round point is a station at which all locomotives arriving with trains (or in reserve) are dispatched with the trains (or in reserve) only in the opposite direction (except for the transfer of locomotives for repairs or their switching from one section of turn-round of locomotives to another)</td>
</tr>
<tr>
<td>5.</td>
<td>A restaurant car</td>
<td>A coach with the necessary equipment to provide food for passengers along the route.</td>
</tr>
<tr>
<td>6.</td>
<td>Acceptance of freight for transportation</td>
<td>A set of operations performed by the consignor and contractual carrier on a contractual basis.</td>
</tr>
<tr>
<td>7.</td>
<td>All-purpose high-capacity container</td>
<td>All-purpose container with a gross weight of 10 tons or more and 10 imperial feet long or more, bearing an ISO-compliant marking code and registered with the International Bureau of Containers and Intermodal Transportation.</td>
</tr>
<tr>
<td>8.</td>
<td>Assistant locomotive, Auxiliary locomotive, Pilot engine</td>
<td>A locomotive allocated on the basis of a request for assistance (written, transmitted by telephone or radio communication) received from the train driver (driver's assistant) of the leading locomotive, stopped en route on the movement of the train, as well as at the request of the involved railway transport staff.</td>
</tr>
<tr>
<td>9.</td>
<td>Automated control system for railway transport (ACSRT)</td>
<td>A set of hardware and software tools, personnel, as well as organizational measures designed to manage various processes associated with the carriage of goods and passengers by rail.</td>
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<tr>
<td>10.</td>
<td>Automated train traffic control systems (ATTCS)</td>
<td>A set of technical, technological and organizational means designed to ensure the fulfillment of the traffic schedule, increase the carrying and train-handling capacity of railway infrastructure.</td>
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<tr>
<td>11.</td>
<td>Automated workplace (AWP)</td>
<td>A set of information and computer technology and software located directly at the workplace of a specialist and designed to automate his work.</td>
</tr>
<tr>
<td>12.</td>
<td>Automobile railway</td>
<td>Self-propelled motor railway rolling stock with an autonomous</td>
</tr>
<tr>
<td>13.</td>
<td>Auxiliary traction unit</td>
<td>A locomotive operating in the additional traction mode (coupled to the train following the locomotive in the head and controlled by a separate locomotive crew), in pushing, as the second locomotive, operating according to a multi-unit system, in single running (in reserve).</td>
</tr>
<tr>
<td>14.</td>
<td>Average coach occupancy</td>
<td>An estimated parameter specifying the use of passenger coaches. It shows the number of passengers on average for each coach used for passenger transportation along its entire route.</td>
</tr>
<tr>
<td>15.</td>
<td>Average distance of freight transportation</td>
<td>The distance over which, on average, one ton of freight is transported by rail. It is determined by dividing the tariff turnover (tariff ton-kilometers) by the number of tons transported.</td>
</tr>
<tr>
<td>16.</td>
<td>Average passenger travel distance</td>
<td>The average distance of passenger transportation from the departure station to the destination station, determined by dividing passenger-kilometers by the number of passengers carried.</td>
</tr>
<tr>
<td>17.</td>
<td>Average payroll of employees</td>
<td>The average number of employees on the payroll for a certain period. It is estimated by summing the average payroll for each month of the period and dividing the amount received by the number of months in the period.</td>
</tr>
<tr>
<td>18.</td>
<td>Average static load of a wagon</td>
<td>Parameter attributed to the level of loading of the wagon. It is determined by dividing the number of tons loaded by the number of wagons loaded.</td>
</tr>
<tr>
<td>19.</td>
<td>Average static load of the car</td>
<td>A parameter attributed to the load of a wagon at a certain moment of its operation (when loading or unloading). The average static load of a wagon is determined by dividing the weight of the loaded goods in tons by the number of wagons loaded. The average static load of a wagon is calculated either separately for each type of wagons and the nomenclature of goods, or together for all goods and wagons.</td>
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<tr>
<td>20.</td>
<td>Axle-kilometer</td>
<td>Unit of measurement of a car’s operation (car running distance (mileage)), obtained by multiplying the number of its axles by the distance traveled in kilometers.</td>
</tr>
<tr>
<td>21.</td>
<td>Block section</td>
<td>Part of a station-to-station railway section with an automatic blocking system or an automatic locomotive signaling system, used as an independent means of signaling and communication limited by the block light signals (boundaries of block sections) or by the block signal light (boundary of a block section) and by the entry signal light of a railway station</td>
</tr>
<tr>
<td>22.</td>
<td>Block train</td>
<td>A train running without changing the train set and goods along a pre-planned route to the destination, with mandatory running</td>
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<tr>
<td>23.</td>
<td>Bunker wagon</td>
<td>A wagon for the carriage of bulk goods in bulk, such as cement, flour, gypsum, etc.</td>
</tr>
<tr>
<td>24.</td>
<td>Car equipped with motors</td>
<td>A car of the multiple-unit section, the traction and braking force on the body of which is transmitted through the mechanical connection of a powered wheel set with the car body.</td>
</tr>
<tr>
<td>25.</td>
<td>Car equipped with motors not adapted for the carriage of passengers</td>
<td>A unit of motor rolling stock equipped for the carriage of goods. It is used for special and technical needs of rail transport.</td>
</tr>
<tr>
<td>27.</td>
<td>Cargo</td>
<td>Goods (freight), a wagon as a vehicle that does not belong to the carrier and other items accepted for transportation in order to implement the contract of carriage.</td>
</tr>
<tr>
<td>28.</td>
<td>Cargo weight</td>
<td>Measure of the amount of goods (freight). The total weight of the cargo is determined directly by weighing or by the standard capacity of vehicles or containers. Cargos transported, as well as other goods, which cannot be weighed on the common scales separately from the wagon, are weighed on the bridge balance. In some cases, the weight of cargo is determined by calculation, measurement or conventionally (for example, oil products, ethyl alcohol and other bulk cargo are measured according to the standard capacity of tanks). The weight of packaged and piece freight is determined before they are presented for transportation and indicated on the pieces of freight (packaging).</td>
</tr>
<tr>
<td>29.</td>
<td>Carriage charge</td>
<td>Payments including carriage fares, fares for an attendant, road train driver, supplementary charges and other payments arising in the period between the conclusion of the contract of carriage and the delivery of goods to the consignee, including charges in connection with transshipment of goods or changeover of bogies. (SMGS) Payments (ticket price, seat price, payment for the carriage of luggage and load-luggage) for the carriage of passengers, luggage and load-luggage. (SMPS)</td>
</tr>
<tr>
<td>31.</td>
<td>Carrier</td>
<td>Contractual carrier and all successive carriers involved in the</td>
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carriage of goods, including that in a waterway section of the route in international railway-ferry traffic (SMGS);

- Contractual carrier and all successive carriers involved in the carriage of a passenger, luggage and load-luggage (SMPS).

<p>| 32. | Categories of freight consignments | Grouping of goods according to the terms of their transportation. There are several categories of freight consignments in railway transport as follows: - Route consignment; - Wagonload consignment; - Part-load consignment; - Container consignment and etc. The route consignment is any freight consignment consisting of several wagon consignments consigned simultaneously for the carriage by the same consignor at the same station and consigned without changing the train composition to the address of the same consignee to the same destination station; Wagonload consignment is any freight shipment for the carriage of which the whole wagon is required, regardless of whether its full carrying capacity is completely used or not; Part-load consignment is any freight consignment for the carriage of which the whole wagon is not needed and required. |
| 33. | Coach stock | All the coaches used for the carriage of passengers by rail, as well as for the performance of certain specific functions associated with such carriage and operational work of rail transport. |
|      | Wagon stock | All the wagons used for the carriage of goods by rail, as well as for the performance of certain specific functions associated with such carriage and operational work of rail transport. |
| 34. | Coach with seats | A coach equipped with seats for passengers. |
| 35. | Cogwheel railway | A special type of railway that differs from the usual one by having cogged rails. A cogged rail is normally laid in the middle between two conventional rails. Accordingly, rolling stock for such railways is equipped with cogwheels. |
| 37. | Commercial passenger traffic | Passenger transportation carried out for a fee. |
| 38. | Commuter traffic | Railway passenger transportation carried out within urban agglomerations, in the suburban areas of large cities, industrial and resort centers. Commuter traffic includes the carriage of passengers within designated suburban areas, paid as per suburban tariff. |
| 39. | Connecting railway | A station track that serves to connect the main station tracks |</p>
<table>
<thead>
<tr>
<th><strong>track</strong></th>
<th>The connecting track is designed to transfer the angular wagon flow from one sorting system to another.</th>
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</thead>
<tbody>
<tr>
<td><strong>40. Consignee</strong></td>
<td>A person who is indicated in the consignment note as the person receiving the goods. (SMGS) A natural or legal person entitled to receive luggage, load-luggage. (SMPS)</td>
</tr>
<tr>
<td><strong>41. Consignment</strong></td>
<td>Goods accepted for carriage under one consignment note from one consignor at one departure station to one consignee at the destination station.</td>
</tr>
<tr>
<td><strong>42. Consignment note</strong></td>
<td>A document confirming the conclusion of a contract for the carriage of goods and accompanying the goods along the entire route from the moment of receiving it from the consignor to its delivery to the consignee.</td>
</tr>
<tr>
<td><strong>43. Consignor</strong></td>
<td>- A natural or legal person handing over luggage and / or load-luggage for transport and who is specified in the carriage document as the consignor of luggage and / or load-luggage (SMPS); - A person who has presented goods for carriage and is indicated in the consignment note as the consignor of the goods (SMGS).</td>
</tr>
<tr>
<td><strong>44. Construction and reconstruction personnel</strong></td>
<td>Personnel being engaged in the construction and reconstruction of railway transport facilities.</td>
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<tr>
<td><strong>45. Construction work</strong></td>
<td>Creation of new locations of railway transport, as well as their reconstruction and increase in capacity (strengthening), work undertaken to increase the carrying capacity of railways, work on transferring railways to electric traction ( electrification).</td>
</tr>
<tr>
<td><strong>46. Consumption of fuel and energy resources by rail transport</strong></td>
<td>The amount of fuel and electricity consumed separately by: - Traction rolling stock for traction of trains; - Production purposes; - Other needs. Electricity consumption is measured in kWh. To calculate the fuel consumption, it is accepted to convert natural fuel into conditional fuel through the relevant coefficients.</td>
</tr>
<tr>
<td><strong>47. Container</strong></td>
<td>A reusable unit of transport equipment (tare) with an internal space for storing cargo, ensuring the safe transportation of cargo by one or more modes of transport and having a structure for mechanized loading, unloading and reloading, used to transport a wide range of goods, standardized for gross weight, overall dimensions, design and labeling.</td>
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<td>48.</td>
<td>Container traffic</td>
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<td>49.</td>
<td>Contractual carrier</td>
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<td>50.</td>
<td>Cost price of freight transportation</td>
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<td>51.</td>
<td>Cost price of passenger transportation</td>
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<td>52.</td>
<td>Costs</td>
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<td>53.</td>
<td>Covered wagon</td>
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<td>54.</td>
<td>Dangerous goods</td>
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<td>55.</td>
<td>Delivery of goods</td>
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<td>56.</td>
<td>Delivery time</td>
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<td>57.</td>
<td>Departed passengers</td>
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<td>58.</td>
<td>Departure station</td>
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<td>59.</td>
<td>Destination station</td>
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<td>60.</td>
<td>Diesel locomotive</td>
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<td>A locomotive, the main source of energy of which is its diesel engine, regardless of the type of transmission installed.</td>
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<tr>
<td>61.</td>
<td>Diesel train</td>
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<td>A train that is composed of a motor car (a car equipped with a diesel engine) and several trailing cars.</td>
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<td>62.</td>
<td>Domestic passenger service</td>
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<td>Transportation of passengers by rail within the territory of one country.</td>
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<tr>
<td>63.</td>
<td>Domestic railway transportation</td>
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<td></td>
<td>Railway transportation implemented between two points (point of loading / embarkation and point of unloading / disembarkation) located on the territory of one state. Such transportation may include carriage in transit through a second country.</td>
</tr>
<tr>
<td>64.</td>
<td>Ecology in the railway area</td>
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<td></td>
<td>The interrelationship between human activities in the field of railway transport and the environment.</td>
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<tr>
<td>65.</td>
<td>Electric locomotive</td>
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<td></td>
<td>A locomotive equipped with one or more electric motors powered by an electric current supplied by the overhead line or third-rail conductor, or supplied from the batteries of the locomotive.</td>
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<tr>
<td>66.</td>
<td>Electric rolling stock</td>
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<tr>
<td></td>
<td>Electric rolling stock (ERS) includes electric locomotives, electric trains and electric sections, equipped with tractive motors powered by the overhead line network or their own batteries.</td>
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<tr>
<td>67.</td>
<td>Electric section</td>
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<td>One-piece operation group of trailing and motor cars, controlled by a multi-unit system, being a traction unit.</td>
</tr>
<tr>
<td>68.</td>
<td>Electric train</td>
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<tr>
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<td>A type of multiple-unit rolling stock that receives energy from an external electrical network or its own storage battery.</td>
</tr>
<tr>
<td>69.</td>
<td>Electrical centralization of switches and signals</td>
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<tr>
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<td>A station system for centralized control and management of facilities of railway automation and telemechanics with in order to provide established safety requirements for the movement of railway trains and a given carrying capacity.</td>
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<tr>
<td>70.</td>
<td>Electrified line</td>
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<td>A line with one or more electrified main tracks. Sections of lines adjacent to stations and electrified only for shunting operations and not electrified along their entire length to the next station are considered as non-electrified lines.</td>
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<tr>
<td>71.</td>
<td>Electrified track</td>
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<td>A track provided with an overhead catenary line or a third-rail conductor to enable electric traction.</td>
</tr>
<tr>
<td>72.</td>
<td>Employee</td>
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<td></td>
<td>A person working in an organization under an employment contract (contract).</td>
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<tr>
<td>73.</td>
<td><strong>Employer</strong></td>
</tr>
<tr>
<td>74.</td>
<td><strong>Empty freight train</strong></td>
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<tr>
<td>75.</td>
<td><strong>Empty wagon running distance (mileage)</strong></td>
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<td>76.</td>
<td><strong>Engineer</strong></td>
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<td>77.</td>
<td><strong>Engineering office</strong></td>
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<tr>
<td>78.</td>
<td><strong>Estimated locomotive weight</strong></td>
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<td>79.</td>
<td><strong>Estimated train weight</strong></td>
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<tr>
<td>80.</td>
<td><strong>EUROSTAT</strong></td>
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<td>81.</td>
<td><strong>Exit route</strong></td>
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<td>82.</td>
<td><strong>Expenses</strong></td>
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<tr>
<td>83.</td>
<td><strong>Field operation</strong></td>
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<tr>
<td>84.</td>
<td><strong>Final point of the carriage of goods (passenger)</strong></td>
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<td>85.</td>
<td><strong>Financial costs</strong></td>
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<td></td>
<td>Term</td>
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<td>86.</td>
<td>Financial reserves</td>
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<td>87.</td>
<td>Fire-fighting train</td>
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<td>88.</td>
<td>Flat wagon</td>
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<td>89.</td>
<td>Forfeit (fine, penalty)</td>
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<td>90.</td>
<td>Free-of-charge transportation</td>
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<td>91.</td>
<td>Freight and passenger locomotive</td>
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<td>92.</td>
<td>Freight delivery speed</td>
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<td>93.</td>
<td>Freight locomotive</td>
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<td>94.</td>
<td>Freight operation</td>
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<td>95.</td>
<td>Freight traffic density</td>
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<td>96.</td>
<td>Freight traffic flow</td>
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<td>97.</td>
<td>Freight traffic volume</td>
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<td>98.</td>
<td>Freight train</td>
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<td>99.</td>
<td>Freight turnover</td>
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<td>100.</td>
<td>Freight unloaded</td>
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<td>101.</td>
<td>Freight wagon</td>
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<td>Passenger coach</td>
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<td>102.</td>
<td>Freight wagon</td>
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<td>103.</td>
<td>Fuel storage depot</td>
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<td>104.</td>
<td>Gas turbine locomotive</td>
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<td>105.</td>
<td>Gauge</td>
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<td>106.</td>
<td>General form report</td>
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<td>107.</td>
<td>Goods office</td>
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<td>108.</td>
<td>Goods transported</td>
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<td>109.</td>
<td>Gross freight turnover</td>
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<td>110.</td>
<td>Gross weight of goods</td>
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<td>111.</td>
<td>Hand luggage</td>
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<td>112.</td>
<td>Handling procedures of a station’s operation</td>
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<td>113.</td>
<td>Heat-insulated container</td>
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<td>114.</td>
<td>High-capacity container</td>
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<td>115.</td>
<td>High-speed railway transport</td>
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<td>116.</td>
<td>Import</td>
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<td>117.</td>
<td>Income</td>
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<td>118.</td>
<td>Income rate</td>
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<td>119.</td>
<td>Information and computing center</td>
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<td>120.</td>
<td>Infrastructure (railway infrastructure)</td>
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<td>121.</td>
<td>Infrastructure investment</td>
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<td>122.</td>
<td>Infrastructure maintenance costs</td>
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<tr>
<td>123.</td>
<td><strong>Infrastructure manager</strong>&lt;br&gt;A person who owns infrastructure on the basis of ownership or any other legal basis and is registered as such in accordance with national legislation.</td>
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<tr>
<td>124.</td>
<td><strong>Infrastructure Manager</strong>&lt;br&gt;Provider of services for the use of infrastructure to carriers.</td>
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<tr>
<td>125.</td>
<td><strong>In-operation locomotive idle time</strong>&lt;br&gt;Idle time of locomotives standing by for work (train, shunting and other activity), being under technical operations (takeover, handover, servicing), at a control and technical inspection.</td>
</tr>
<tr>
<td>126.</td>
<td><strong>Interconnected train</strong>&lt;br&gt;A train that consists of two or more trains interconnected.</td>
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<tr>
<td>127.</td>
<td><strong>Intermediate station (through station)</strong>&lt;br&gt;The railway station which is intended for crossing and overtaking trains, embarking and disembarking passengers, loading and unloading goods and luggage, shunting operations as to uncoupling cars from goods collecting trains and coupling them to such trains, servicing the siding railway tracks.</td>
</tr>
<tr>
<td>128.</td>
<td><strong>Intermodal transport unit (ITU)</strong>&lt;br&gt;Container, swap body, semi-trailer designed for the carriage of goods by two or more modes of transport without reloading the cargo itself when changing the mode of transport.</td>
</tr>
<tr>
<td>129.</td>
<td><strong>International railway transportation</strong>&lt;br&gt;Railway transportation implemented between a point (loading / embarkation and point of unloading / disembarkation) in one state and a point (loading / embarkation and point of unloading / disembarkation) in another state. Such transportation may include carriage in transit through one or more states.</td>
</tr>
<tr>
<td>130.</td>
<td><strong>Inventory availability of rolling stock</strong>&lt;br&gt;The number of rolling stock units (locomotives, wagons) on the balance sheet of the railway company at the reporting moment.</td>
</tr>
<tr>
<td>131.</td>
<td><strong>Investments</strong>&lt;br&gt;Placement of capital in various sectors of the economy, both nationally and internationally, with the aim of making a profit. There are financial investments made in securities (portfolio investments) and real investments made directly in the means of production (direct investments) etc.</td>
</tr>
<tr>
<td>132.</td>
<td><strong>Isothermal wagon (thermos, refrigerator)</strong>&lt;br&gt;A wagon designed for the carriage of goods requiring their maintenance in a certain temperature mode.</td>
</tr>
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<td>133.</td>
<td><strong>ITF</strong>&lt;br&gt;International Transport Forum (ITF) is an international intergovernmental organization for the development of transport communications in Europe. It was established in 1954 on the basis of the Convention developed at the International Conference on Western European Transport with the participation of members of the Organization for European Economic Cooperation, later renamed the Organization for Economic Cooperation and Development (OECD). It is headquartered in Paris.</td>
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<td><strong>134.</strong> Job title</td>
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<tr>
<td><strong>135.</strong> Key assets</td>
<td>A set of material and property values with an operating life of at least one year and a certain cost per unit, acting in an invariable natural form for a long time both in the field of material production and in the non-productive sphere.</td>
</tr>
<tr>
<td><strong>136.</strong> Labour productivity</td>
<td>It defines the efficiency of labor costs and is determined by the amount of products (work) produced per unit of working time.</td>
</tr>
<tr>
<td><strong>137.</strong> Leased wagon or leased coach</td>
<td>A wagon or a coach that is temporarily (for a specified period) on the basis of a contract is in the possession and use of the lessee.</td>
</tr>
<tr>
<td><strong>138.</strong> Length of haul</td>
<td>The distance for which goods or passengers are transported.</td>
</tr>
<tr>
<td><strong>139.</strong> Length of lines operated</td>
<td>The distance of railway lines that is measured along the axis of the main track between the end points, and in multi-track sections along the shortest main track between the axes of the operation points.</td>
</tr>
<tr>
<td><strong>140.</strong> Lengths</td>
<td>Rail welded from several standard, usually heat-treated rails, laid in a continuous track.</td>
</tr>
<tr>
<td><strong>141.</strong> Light rail motor tractor</td>
<td>A traction railway vehicle the power of which on the coupling hook is less than 110 kW.</td>
</tr>
<tr>
<td><strong>142.</strong> Load on its own axles</td>
<td>Railway rolling stock (cranes on a railroad track, track and construction machines on a railroad track, etc.), for which a contract of carriage is issued. (SMGS)</td>
</tr>
<tr>
<td><strong>143.</strong> Loaded cargo</td>
<td>Goods stowed on a rail vehicle with a contract of carriage.</td>
</tr>
<tr>
<td><strong>144.</strong> Loaded wagon running distance (mileage)</td>
<td>The distance covered by operating stock wagons with loads. Measurement unit is wagon-kilometer.</td>
</tr>
<tr>
<td><strong>145.</strong> Loading and unloading railway tracks</td>
<td>Station tracks of the freight area, equipped with freight facilities, designed for standing by of railway rolling stock during freight operations. The loading and unloading track can be through, dead-end or elevated.</td>
</tr>
<tr>
<td><strong>146.</strong> Loading tackle</td>
<td>Equipment intended for the stowage, fastening and safekeeping of goods being carried.</td>
</tr>
<tr>
<td><strong>147.</strong> Local freight train</td>
<td>The train runs within one traction section and carries out operations to pull away and deliver wagons at intermediate stations.</td>
</tr>
</tbody>
</table>
148. Locomotive | A railway vehicle belonging to the traction rolling stock and intended for the locomotion of trains or individual wagons on the railway tracks. Locomotives are subdivided according to their purpose into freight, passenger-and-freight, passenger and shunting locomotives. By type, there are electric locomotives, diesel locomotives, gas turbine locomotives and steam locomotives.

149. Locomotive crew | Personnel performing maintenance and management of traction rolling stock in the course of its operation. A locomotive crew may consist of a driver, a driver and his assistant, as well as a driver, an assistant driver and a fireman (on steam locomotives).

150. Locomotive driver’s route | The main accounting document for the operations of locomotives and multi-unit rolling stock, fuel and electricity consumption, working hours and payroll for locomotive crews.

151. Locomotive facilities | A set of railway transport enterprises, including traction rolling stock, depot buildings and workshops with equipment and duty premises and doghouses, technical inspection points, sand, fuel and lubricant warehouses, equipment devices, shift points and rest homes for locomotive crews, etc. The main functions of the locomotive facilities is as follows: provision of railways with serviceable locomotives for carrying out transportation; organization of maintenance and repairs of locomotives and multiple unit rolling stock; creation of conditions for compliance with the established order of operation and rest of locomotive crews.

152. Locomotive performance | The amount of operation of one locomotive of the operating stock per day on average. It is determined by dividing the value of gross ton-kilometers by the size of the operating stock of locomotives in locomotive-twenty-four hours. The parameter reflects the efficiency of using the locomotive in the course of twenty four hours.

153. Locomotive running distance (mileage) | The distance covered by locomotives and measured in locomotive-kilometers.

154. Locomotive running distance (mileage) in shunting operations | A parameter of the operation of specially allocated locomotives on the station tracks, the operation of train locomotives on the station tracks, the operation of locomotives on the depot tracks, measured in locomotive-kilometers. The operation of locomotives engaged in shunting activities is registered in the parameter of conditional running distance (mileage) of a locomotive.

155. Locomotive running distance (mileage) in train operations | Locomotive’s performance. The linear running distance (mileage) is the total distance actually covered by train locomotives on the railway tracks. It is determined on the basis of the operating length of railway tracks and sections and is measured in locomotive-km. The linear running distance
(mileage) is divided into the main and auxiliary one. The main running distance (mileage) refers to the running distance (mileage) of the locomotive being at the head of the trains. The auxiliary running distance (mileage) is, in its turn, divided by the locomotive running distance (mileage): in double heading; in single heading; in pushing; in operation according to a multi-unit system (running distance (mileage) of second locomotives).

<table>
<thead>
<tr>
<th>156.</th>
<th>Locomotive section</th>
<th>Component part of a locomotive, made in the form of one superstructure and including auxiliary equipment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>157.</td>
<td>Locomotive servicing</td>
<td>Preparing the locomotive for its next trip. The locomotive servicing measures include its regular inspection, fuel supply (steam locomotive, motor locomotive, diesel locomotive, etc.), cooling liquid, lubricating oils, sand, water, cleaning materials, etc. Locomotive servicing is carried out on specially equipped tracks or in closed servicing facilities.</td>
</tr>
<tr>
<td>158.</td>
<td>Locomotive stock</td>
<td>A set of all locomotives. All locomotives assigned to the locomotive depot of the Railway compose its inventory. Locomotives at Railway’s disposal are, in their turn, divided into: - Locomotive stock in operation that comprises locomotives engaged in all types of operations, under technical operations and maintenance, as well as idle locomotives while standing by for operations at the station of reversing, change-of-gauge and change of locomotive crews; - Unexploited locomotive stock that includes locomotives being out-of-operation and in all types of repairs (under modernization and re-equipment), standing by for repairs (modernization and re-equipment), as well as serviceable locomotives being in the reserve of the Railway’s management in the period between scheduled repairs, which are in the process of transfer in a cold status, used as stationary installations.</td>
</tr>
<tr>
<td>159.</td>
<td>Locomotive tractive force</td>
<td>Motive force that a locomotive generates to move a train.</td>
</tr>
<tr>
<td>160.</td>
<td>Locomotive-kilometer</td>
<td>A unit of measurement for the run of a locomotive on a railway line (with or without wagons) for a distance of one kilometer.</td>
</tr>
<tr>
<td>161.</td>
<td>Loss of goods</td>
<td>The inability to deliver the goods to the consignee of all goods (complete loss) or part (shortage) of the goods transported under a given consignment note.</td>
</tr>
<tr>
<td>162.</td>
<td>Luggage</td>
<td>Things (items) of the passenger accepted by the carrier for transportation in the luggage van of a passenger train.</td>
</tr>
<tr>
<td></td>
<td>Term</td>
<td>Definition</td>
</tr>
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<td>---</td>
<td>-------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>163</td>
<td>Luggage room</td>
<td>Specially equipped room for short-term storage of hand luggage.</td>
</tr>
<tr>
<td>164</td>
<td>Luggage van</td>
<td>A carriage as part of a passenger train, designed for the carriage of luggage, load-luggage, etc.</td>
</tr>
<tr>
<td>165</td>
<td>Lump-sum consumption</td>
<td>An average rate of energy (fuel) consumption per unit of time, established for different transport operators at a time when it is impossible to accurately determine the rate of consumption of energy (fuel) for each operator separately.</td>
</tr>
<tr>
<td>166</td>
<td>Mail coach</td>
<td>A coach equipped for the carriage, processing and exchange of postal items along the route.</td>
</tr>
<tr>
<td>167</td>
<td>Mail train, Mail and luggage train</td>
<td>A train designed for the carriage of mail, luggage and load luggage and, in some cases, for the carriage of passengers.</td>
</tr>
<tr>
<td>168</td>
<td>Main railway track</td>
<td>Railway track in the station-to-station block, intended for the movement of organized trains, as well as the track of a separate point, which is a continuation of tracks of the adjacent sections. Trains that pass through a separate point without stopping are allowed to continue, as a rule, along the main track, therefore, in contrast to other tracks of separate points, the permanent way of the main track is made of the same type as those of the blocks. Depending on the number of main tracks, single-track, double-track and multi-track railways are available.</td>
</tr>
<tr>
<td>169</td>
<td>Maintenance costs of railway vehicles</td>
<td>Expenses for maintenance of railway vehicles in the operating mode.</td>
</tr>
<tr>
<td>170</td>
<td>Management personnel</td>
<td>Managers, specialists and other employees performing management functions.</td>
</tr>
<tr>
<td>171</td>
<td>Maximum permissible speed</td>
<td>The maximum speed allowed for transportation in view of the infrastructure’s technical specifications.</td>
</tr>
<tr>
<td>172</td>
<td>Military transportation</td>
<td>Movement of troops, military equipment, institutions and other impedimenta from one region (point) to another by rail.</td>
</tr>
<tr>
<td>173</td>
<td>Mixed goods-passerger train</td>
<td>Category of passenger trains that include freight wagons in their train sets.</td>
</tr>
<tr>
<td>174</td>
<td>Motive-power rolling stock</td>
<td>The number of traction units of locomotives and multiple-unit rolling stock cars equipped with motors.</td>
</tr>
<tr>
<td>175</td>
<td>Motor vehicle (MV)</td>
<td>A loaded automobile, motor-vehicle train, trailer as well as an empty automobile, motor-vehicle train, trailer prior to or after their use for the carriage of goods by rail.</td>
</tr>
<tr>
<td>176</td>
<td>Multiple-unit rolling stock</td>
<td>Traction rolling stock intended for the carriage of passengers and (or) luggage, mail items, which consisting of multiple-unit sections of an electric train and a diesel train, an automobile.</td>
</tr>
<tr>
<td>No.</td>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-----</td>
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</tr>
<tr>
<td>177.</td>
<td>Multiple-unit section</td>
<td>Accounting unit of multiple-unit rolling stock, which consists of cars equipped with motors and trailing cars.</td>
</tr>
<tr>
<td>178.</td>
<td>Multipurpose wagon</td>
<td>A wagon designed for the carriage of a wide range of goods: a covered freight wagon, a gondola wagon, a multipurpose flat wagon.</td>
</tr>
<tr>
<td>179.</td>
<td>Net freight turnover (operational)</td>
<td>An estimated parameter which is calculated by multiplying the net weight of the train by the actual distance of movement of goods. Measured in ton-kilometers (t-km).</td>
</tr>
<tr>
<td>180.</td>
<td>Net weight of goods</td>
<td>The mass of cargo that excludes the weight of packaging, pallets, containers, etc., located in the wagon.</td>
</tr>
<tr>
<td>181.</td>
<td>Nomenclature of goods transported by rail</td>
<td>Grouping of transported goods so that structure should be reflected by type. The categories of goods transported by rail include the categories defined in the relevant nomenclatures. NST/R (‘Standard Goods Nomenclature for Transport Statistics’/revised version - EUROSTAT), CSTE (“Commodity Classification for Transport Statistics in Europe” - UNECE), UTSNG (“Unified tariff and statistical nomenclature of goods”) - NHM (Nomenclature Harmonise des Marchandises). The Railways of OSJD member countries apply the GNG - Harmonized Nomenclature of Goods.</td>
</tr>
<tr>
<td>182.</td>
<td>Non-operating wagon stock</td>
<td>Non-operating wagon stock includes wagons that are not directly engaged in the carriage of goods (serviceable wagons that are in reserve; being under repairs or awaiting repairs; allocated for service transportation, special needs, etc.); non-operating coach stock comprises coaches that are used for technical needs, and those that are under repairs or awaiting repairs</td>
</tr>
<tr>
<td>183.</td>
<td>Open wagon</td>
<td>A wagon without a roof with fixed sides more than 60 cm high, used for the carriage of goods that do not require protection against atmospheric precipitation.</td>
</tr>
<tr>
<td>184.</td>
<td>Open-plan coach</td>
<td>A sleeping coach but not a compartment coach.</td>
</tr>
<tr>
<td>185.</td>
<td>Operating activities of railway (railway company)</td>
<td>The production activity of railway (railway company), its enterprises, divisions, associated with the organization as well as provision of services for the implementation of transportation.</td>
</tr>
<tr>
<td>187.</td>
<td>Operating costs</td>
<td>The total amount of costs of the company to ensure operating activities and maintain its productive capacity.</td>
</tr>
<tr>
<td>188.</td>
<td>Operating distance</td>
<td>The distance which the goods were actually transported at, taking into account roundabout traffic services.</td>
</tr>
<tr>
<td>189.</td>
<td>Operating locomotive stock</td>
<td>The operated stock of locomotives, which includes locomotives engaged in all types of operations, under technical operations for the collection of fuel, sand, water, for maintenance (within the established standard time), and those locomotives that are standing by for operation in the main and turn-round depots, and on station tracks.</td>
</tr>
<tr>
<td>190.</td>
<td>Operating speed</td>
<td>An average speed of the train in the railway section without taking into account the time the train stops at intermediate operation points.</td>
</tr>
<tr>
<td>191.</td>
<td>Operating stock of freight wagons</td>
<td>An accounting category which includes serviceable empty and loaded wagons used to ensure the carriage of goods.</td>
</tr>
<tr>
<td>192.</td>
<td>Operation of locomotives</td>
<td>Activities related to the use and maintenance of locomotives on the line to prepare them for a journey.</td>
</tr>
<tr>
<td>193.</td>
<td>Organisation’s human resources</td>
<td>A totality of individuals carrying out or being prepared to carry out labor activities to achieve the goals of the organisation, including its personnel, persons working on the basis of any types of labor and civil contracts in law (agreements), studying on the basis of contractual relations with the organisation.</td>
</tr>
<tr>
<td>194.</td>
<td>OSJD</td>
<td>Organisation for Co-operation between Railways.</td>
</tr>
<tr>
<td>195.</td>
<td>OSJD Bulletin of Statistical Data on Railway Transport</td>
<td>An annual digest containing statistical data on the activities of railway transport of the OSJD member countries, published by the OSJD Committee.</td>
</tr>
<tr>
<td>196.</td>
<td>OSJD Committee</td>
<td>OSJD Executive Body.</td>
</tr>
<tr>
<td>198.</td>
<td>OSJD Observers</td>
<td>German Railways JSC (DB AG), Organization of Greek Railways (OSE), National Society of French Railways (SNCF), Finnish Railways (VR), Serbian Railways JSC (ZS), Railways CJSC, Federal Passenger Company JSC (FPK).</td>
</tr>
<tr>
<td>199.</td>
<td>Other railway tracks</td>
<td>Tracks designed for standing by of passenger and freight wagons and trains, weighing of wagons, reloading, supplying refrigerated wagons with ice etc.</td>
</tr>
<tr>
<td>200.</td>
<td>Other types of activities</td>
<td>The activity of economic entities in the manufacturing of products, execution of work, rendering of services to individuals and legal entities included in the railway company as well as for their sale on the market to other consumers in order to obtain additional profit.</td>
</tr>
<tr>
<td>201.</td>
<td>Other wagon</td>
<td>An accounting category of freight wagons, which does not include covered wagons, flat wagons, open wagons, tanks, refrigerated wagons.</td>
</tr>
<tr>
<td>202.</td>
<td>Out-of-operation locomotive idle time</td>
<td>Idle time of locomotives in all types of repair (re-equipment and modernization) and standing by for it, pending for the removal from inventory, being in reserve.</td>
</tr>
<tr>
<td>203.</td>
<td>Overhead line system</td>
<td>A set of devices for transmitting electricity from traction substations to electric rolling stock through pantographs. The overhead system can include either an overhead line or a third-rail conductor. The main elements of an overhead line network with overhead (aerial) catenary include overhead wires (overhead wire, carrying cable, reinforcing wire, etc.), support bearings, supporting devices (bracket arms, span wires and rigid wiring) and span wire insulators.</td>
</tr>
<tr>
<td>204.</td>
<td>Overhead system repair</td>
<td>Activities on the replacement and restoration of individual elements, facilities and structures of the overhead line network, as well as their adjustment.</td>
</tr>
<tr>
<td>205.</td>
<td>Packaged cargo</td>
<td>Goods packed with the use of pallets, containers and other package-forming means.</td>
</tr>
<tr>
<td>206.</td>
<td>Passenger</td>
<td>A natural person traveling by a train with a valid travel document, or who has a travel document and is located at the time of boarding and disembarking in the territory of a railway station or a passenger platform.</td>
</tr>
<tr>
<td>207.</td>
<td>Passenger coach</td>
<td>Coaches are intended for the carriage of passengers and (or) luggage, postal items, such as mail coaches, luggage vans, restaurant cars, cabooses, service cars, recreation cars, hospital cars, inspection cars and gauging vehicles, special coach-type cars.</td>
</tr>
<tr>
<td>No.</td>
<td>Term</td>
<td>Definition</td>
</tr>
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</tr>
<tr>
<td>208.</td>
<td>Passenger flow</td>
<td>An intensity parameter of traffic performance of the railway network as a whole, or in certain regions or certain railway sections, and reflects the number of passengers traveling per unit of time.</td>
</tr>
<tr>
<td>209.</td>
<td>Passenger locomotive</td>
<td>A traction vehicle which is designed to haul passenger trains or individual coaches on railway tracks.</td>
</tr>
<tr>
<td>210.</td>
<td>Passenger railway station</td>
<td>A railway station designed to carry out operations for servicing passengers and organizing the passenger train traffic.</td>
</tr>
<tr>
<td>211.</td>
<td>Passenger railway vehicle</td>
<td>A railway vehicle for the carriage of passengers, even if it has one or more special compartments or special spaces for stowing luggage, freight packages, mail, etc.</td>
</tr>
<tr>
<td>212.</td>
<td>Passenger stop point</td>
<td>A point where trains stop during their haul, which has no arrangement of railway tracks, equipped with passenger platforms or boarding areas as well as other structures, and which is intended solely for the embarkation and disembarkation of passengers (it is not a separate point).</td>
</tr>
<tr>
<td>213.</td>
<td>Passenger traffic</td>
<td>Traffic of passenger trains in railway sections.</td>
</tr>
<tr>
<td>214.</td>
<td>Passenger traffic density</td>
<td>Intensity parameter characterized by the number of passengers per one kilometer of the operational length of a certain railway section. It is obtained by dividing the passenger turnover by the respective operating length.</td>
</tr>
<tr>
<td>215.</td>
<td>Passenger train</td>
<td>A train designed for the carriage of passengers, luggage, load-luggage and mail, being composed of coaches.</td>
</tr>
<tr>
<td>216.</td>
<td>Passenger train turn-round</td>
<td>Full time from the moment of departure of a passenger train from the station (station of technical preparation of passenger trains or coach depot) to its departure from the same station (station of technical preparation of passenger trains or coach depot) on the next trip.</td>
</tr>
<tr>
<td>217.</td>
<td>Passenger turnover</td>
<td>An operation parameter of railway transport in terms of passenger traffic. The passenger turnover is calculated as the product of the number of passengers carried by the distance of their transportation, measured in passenger-kilometers.</td>
</tr>
<tr>
<td>218.</td>
<td>Passenger vehicle capacity</td>
<td>1. Passenger transportation capacity: seats and sleeping berths. Number of seats and sleeping berths available in a vehicle. Seats in restaurant cars and compartment-buffets are excluded from this category. Passenger transportation capacity: standing places, the number of permitted standing places available in a passenger vehicle. 2. A parameter attributing to the number of seats occupied in the train for the carriage of passengers. When assessing the degree of utilization of the capacity of passenger trains, the level of their occupancy in relation to the total number of seats.</td>
</tr>
<tr>
<td>No.</td>
<td>Term</td>
<td>Description</td>
</tr>
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</tr>
<tr>
<td>219</td>
<td>Passenger-kilometer</td>
<td>Unit of measurement for passenger traffic: the product of the number of passengers carried by the distance of their transportation, expressed in kilometers.</td>
</tr>
<tr>
<td>220</td>
<td>Passengers transported</td>
<td>The number of passengers carried by rail during the reporting period.</td>
</tr>
<tr>
<td>221</td>
<td>Passing point</td>
<td>A separate point on double-track lines, having an arrangement of railway tracks, allowing for overtaking trains and, if necessary, switching a train from one main track to another.</td>
</tr>
<tr>
<td>222</td>
<td>Passing tracks, Loop lines, Siding tracks</td>
<td>Running tracks for locomotives, passing points and sidings. Tracks at the stations (siding) intended for overtaking trains and, if necessary, for transferring a train from one main track to another, as well as for the movement of locomotives from / to train sets from / to a locomotive depot, etc.</td>
</tr>
<tr>
<td>223</td>
<td>Payroll of employees</td>
<td>It includes all categories of employees hired for permanent, seasonal or temporary work for a period of one day or more in accordance with the employment agreement / contract.</td>
</tr>
<tr>
<td>224</td>
<td>Permanent way economy enterprises</td>
<td>Railway infrastructure enterprises that carry out the current maintenance and repairs of the railway track as well as provide technical supplies.</td>
</tr>
<tr>
<td>225</td>
<td>Personnel</td>
<td>A team of staff members performing labor functions on the basis of an employment agreement (contract).</td>
</tr>
<tr>
<td>226</td>
<td>Personnel category</td>
<td>Categorization of the organization's personnel by type of professional activity; qualifications; main groups of positions held and other criteria.</td>
</tr>
<tr>
<td>227</td>
<td>Personnel engaged in operation activities</td>
<td>In railway transport, the personnel engaged in operational activities include employees directly involved in the organization and maintenance of transportation, maintenance, routine repair, maintenance and protection of technical equipment intended for operation on the railway.</td>
</tr>
<tr>
<td>228</td>
<td>Pilot project of training</td>
<td>Probation of educational and methodological procedures for their subsequent implementation.</td>
</tr>
<tr>
<td>229</td>
<td>Pipeline transport</td>
<td>A mode of transport that transfers liquid, gaseous or solid products over a distance through pipelines.</td>
</tr>
<tr>
<td>230</td>
<td>Port (district) railway station</td>
<td>The terminal point of railway infrastructure, intended for servicing the port and performing operations in favour of railway and waterway traffic.</td>
</tr>
<tr>
<td>231</td>
<td>Postal cargo</td>
<td>Goods carried in mail coaches.</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td>232.</td>
<td>Postal items</td>
<td>Small consignments, the weight and sizes of which do not exceed the established limits, and the transportation of which is implemented as per “postal” tariff.</td>
</tr>
<tr>
<td>233.</td>
<td>Power supply unit of diesel locomotive</td>
<td>Prime engine and auxiliary equipment of a diesel locomotive designed to obtain mechanical energy through the use of fuel energy. The diesel locomotive power plant consumes diesel fuel.</td>
</tr>
<tr>
<td>234.</td>
<td>Private siding railway tracks</td>
<td>A railway track or a group of railway tracks owned by a legal entity or an individual entrepreneur, with the exception of the owner of the public railway transport infrastructure, on the basis of ownership or any other right.</td>
</tr>
<tr>
<td>235.</td>
<td>Rail transport passenger’s travel</td>
<td>A passenger's travel on a train is carried out on the basis of a carriage contract and is confirmed by a travel document, which can be issued both on a blank form in the established form, and in electronic form.</td>
</tr>
<tr>
<td>236.</td>
<td>Rails</td>
<td>Steel beams of a special section, laid on sleepers or other supports to form, as a rule, a two-line track along which the following vehicles run: train sets of rolling stock of railway and urban transport (metro, tram), specialized train sets in mines, careers, crane equipment.</td>
</tr>
<tr>
<td>237.</td>
<td>Railway</td>
<td>Infrastructure located on the territory of one state.</td>
</tr>
<tr>
<td>238.</td>
<td>Railway track</td>
<td>An engineering structure that ensures the uninterrupted and safe movement of trains with established speeds and loads transferred from the wheel set to the rails, consisting of the railway roadbed and the permanent way: - Roadbed: sub-grade, artificial drainage and fortification structures, etc; - Permanent way: ballast layer, sleepers, rails with fasteners, switching facilities, anti-creep devices, etc.</td>
</tr>
<tr>
<td>239.</td>
<td>Railway commercial transportation</td>
<td>Railway transportation carried out in the interests of any other party for a fee.</td>
</tr>
<tr>
<td>240.</td>
<td>Railway company</td>
<td>Railway company (organization) of any form of ownership, implementing transportation and / or owning (managing) all technical means (including railway infrastructure) used for transportation and any other types of activities, or an association (association, holding, etc.) of such railway companies managing and / or administering them.</td>
</tr>
<tr>
<td>241.</td>
<td>Railway crossing safety personnel</td>
<td>Railway personnel whose functions are to ensure the safety and uninterrupted movement of trains and vehicles at the railway crossing they are guarded.</td>
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</tr>
<tr>
<td>242.</td>
<td>Railway depot</td>
<td>A railway undertaking designed to ensure the operation and repair of rolling stock: locomotives; wagons; multiple-unit sections of railway companies. There are specialized railway depots designed for locomotives, freight wagons, passenger coaches, multiple-unit trains etc. and mixed depots intended for different types of rolling stock at the same time (for example, electric and diesel locomotives). Locomotive depots are used for technological and cyclic inspections, periodic repairs and rehabilitation of locomotives. Multiple-unit train depots are designed for repairs, maintenance and operation of multiple-unit sections. Freight wagon or passenger coach depots are intended for maintenance and repairs of passenger and freight cars, units and parts as well as equipment of cars during operation. Such depots specialize in the type of cars to be repaired i.e. coaches and wagons, tank wagons, isothermal wagons and refrigerated rolling stock. Turn-round railway depots are designed to perform technological operations on the turn-round of a locomotive on its run.</td>
</tr>
<tr>
<td>243.</td>
<td>Railway engine</td>
<td>A locomotive the energy source of which is steam.</td>
</tr>
<tr>
<td>244.</td>
<td>Railway freight traffic</td>
<td>Spatial movement of goods by rail.</td>
</tr>
<tr>
<td>245.</td>
<td>Railway junction</td>
<td>A set of technologically interconnected railway stations located at the point of intersection or abutment of at least three railway lines and intended to ensure the carriage of goods and passengers, with rendering other transport services.</td>
</tr>
<tr>
<td>246.</td>
<td>Railway junction station</td>
<td>A railway station at which at least three railway routes converge or diverge.</td>
</tr>
<tr>
<td>247.</td>
<td>Railway line</td>
<td>A set of technical facilities and structures that ensure the movement of trains between two points. Railway lines in conjunction with railway stations constitute a network of railways. Railway lines are distinguished as follows: - by the number of railway tracks; - by the track gauge; - by the type of traction; - by the nature of motion.</td>
</tr>
<tr>
<td>248.</td>
<td>Railway management</td>
<td>Branch or functional division of the directorate, company, railway administration. The branch divisions of the railway carry out technical management of railway linear subdivisions or structural units of the respective profile not subordinate to them administratively, and tackle the issues of their technical development.</td>
</tr>
<tr>
<td>249.</td>
<td>Railway minimum structure gauge</td>
<td>A limit transverse (perpendicular to the axis of the track) outline, inside which no parts of structures and devices should come in located along the railway track, on the track or at its intersection, as well as materials, spare parts, equipment lying along the track, including on the territory of stations. An exception can be made only by parts of devices intended for their direct interaction with the rolling stock (wagon retarders, overhead lines, etc.). In this case, the following condition must be met: the position of devices and structures in the internal space must be dovetailed with the parts of rolling stock with which they can interact, but not come into contact with other elements of rolling stock.</td>
</tr>
<tr>
<td>250.</td>
<td>Railway network</td>
<td>All railway lines in a given region, country, community of countries. It does not include sections of roads or waterways, even if railway rolling stock can be transported on such routes, for example, on trailers for the transport of wagons or on railway ferries. Railway lines used only for tourist purposes are excluded as well as railway lines that are built exclusively for the maintenance of mines, timber logging or any other industrial or agricultural enterprises and which are closed for public transport.</td>
</tr>
<tr>
<td>251.</td>
<td>Railway passenger traffic</td>
<td>Movement of passengers, luggage and load-luggage by means of railway transport.</td>
</tr>
<tr>
<td>252.</td>
<td>Railway performance</td>
<td>Parameter attributed to the volume of operational work in wagons, which is defined as the sum of the wagons loaded and wagons accepted in the loaded status.</td>
</tr>
<tr>
<td>253.</td>
<td>Railway rolling stock repair</td>
<td>Activities carried out in order to maintain the operability of the rolling stock in good operating mode.</td>
</tr>
<tr>
<td>254.</td>
<td>Railway section</td>
<td>Part of a railway line with its adjacent territory, characterized by the length, the number of main railways (single-track, double-track, etc.), line capacity, carrying capacity, type of train traction.</td>
</tr>
<tr>
<td>255.</td>
<td>Railway section closed for traffic</td>
<td>Part of a railway line on which train traffic is suspended.</td>
</tr>
<tr>
<td>256.</td>
<td>Railway section speed</td>
<td>The average speed of the train along the railway section, including the time of train stoppages at intermediate operation points.</td>
</tr>
<tr>
<td>257.</td>
<td>Railway section station</td>
<td>An operation location designed for handling goods and passenger trains in transit, performing shunting operations for breaking-up and formation of goods collecting trains and sectional trains, servicing the railway sidings and loading and unloading points, etc.</td>
</tr>
<tr>
<td>No.</td>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>258.</td>
<td>Railway section train</td>
<td>A freight train that is running between two railway section stations with its train set unchanged. The section train includes wagons that move to the neighboring section station and then to the adjacent sections.</td>
</tr>
<tr>
<td>259.</td>
<td>Railway station</td>
<td>An infrastructure location (a building or a set of buildings, structures and facilities) designed to service passengers, provide them with paid and free services and accommodate personnel.</td>
</tr>
<tr>
<td>260.</td>
<td>Railway station</td>
<td>A railway location with an arrangement of tracks, which makes it possible to perform railway operations on receiving, dispatching, crossing and overtaking trains, technical operations with trains and (or) shunting activities on breaking up and forming trains, as well as operations for embarking and disembarking passengers, their servicing, receiving and delivery of goods, luggage and load-luggage and other operations relating to the transportation process.</td>
</tr>
</tbody>
</table>
| 261. | Railway track gauge                          | The distance between two rails, measured between the inner / running edges of the rail heads of a railway track. According to this parameter, railways are divided as follows:  
- Wide gauge (more than 1435 mm) - 1520, 1524, 1600, 1676, 1765, 2134 mm;  
- Normal gauge - 1435 mm;  
- Narrow gauge (less than 1435 mm) - 1372, 1067, 1009, 1000, 914, 891, 760, 750, 610, 600 mm. |
<p>| 262. | Railway track repair                         | Railway track-related activity on renovation of the permanent way with full or partial replacement of its elements, ballast cleaning, track alignment in profile elevation and plan view along with rehabilitation of the roadbed. |
| 263. | Railway track roadbed                        | An integral part of a railway track, including the sub-grade with artificial structures.                                                                                                                    |
| 264. | Railway tracks of (marshalling) yards        | Main tracks within the stations (continuation of the railway lines), receiving and dispatching, sorting, loading and unloading tracks, locomotive and wagon economy tracks, running tracks for locomotives, connecting (leading to sites, warehouses, repair points, etc.) tracks, other tracks (for standing by of passenger coaches, weighing, reloading, etc.), special-purpose tracks: a) approach tracks to enterprises, warehouses and careers; b) safety dead ends; trapping dead ends. |
| 265. | Railway traffic                              | Any movement of a railway vehicle on lines in operation. If a railway vehicle is transported by another vehicle, only the movement of the transporting vehicle is taken into account (active mode of transport). |
| 266. | Railway train set | A group of coupled wagons or coaches in accordance with requirements of regulatory documents governing railway transportation. |
| 267. | Railway transport products equated | The roundup parameter is measured in the equated ton-kilometers and defined in railway transport as the sum of tariff ton-kilometers and passenger-kilometers. When calculating the equated products in railway transport, the passenger-km is equal to 1 ton-km. When calculating the labor productivity, the equated products are calculated by adding the tariff turnover and doubled passenger-kilometers. |
| 268. | Railway transport statistics | A section of the science of statistics, which studies technical, technological, economic and other processes in railway transport, as well as the area of practical activities for the collection, processing and analysis of statistical information on the operation of railway transport. |
| 269. | Railway transport tariffs | A system of rates and rules for calculating the carriage charges that determine the amount of carriage charges. |
| 270. | Railway transportation | Any carriage of goods and / or passengers by railway vehicle by rail. |
| 271. | Railway twenty-four hours | A conditionally accepted period of time that is equal to twenty four hours, the beginning of which in different states is established on the basis of their local conditions. |
| 272. | Railway vehicle | Railway rolling stock moving exclusively on rails, which either uses its own traction (traction vehicles), or is towed by another vehicle (coaches, luggage vans, wagons, etc.). |
| 273. | Railways of OSJD member countries | Azerbaijani Railways CJSC (ADY CJSC) (AZD), Afghanistan Railway Authority (ARA), Byelorussian Railway (BC), Holding Bulgarian State Railways (Holding BDZ), MAV Hungarian State Railways Private Company Limited by Shares (MAV Co.), Vietnamese Railway State Company (VZD), Georgian Railway JSC (GR), Railway of the Islamic Republic of Iran (RAI), “Kazakhstan Temir Zholy National Company” JSC (KZH), China State Railway Group Co., Ltd (KZD), Ministry of Railways of the DPRK (ZC), Korea Railroad Corporation (KORAIL), “Kyrgyz Temir Zholu National Company” State Enterprise (KRG), Latvian Railway SJSC (LDZ), Lithuanian Railways JSC (LTG), Railway of Moldova State Enterprise (CFM), Ulan Bator Railway JSC (UBZD), Polish State Railways JSC (PKP), Russian Railways OJSC (RZD OJSC), |</p>
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<tr>
<td>274.</td>
<td>Rear dump cars</td>
</tr>
<tr>
<td>275.</td>
<td>Receiving-and-departure track</td>
</tr>
<tr>
<td>276.</td>
<td>Refrigerated container</td>
</tr>
<tr>
<td>277.</td>
<td>Refrigerated container with mechanical cooling</td>
</tr>
<tr>
<td>278.</td>
<td>Refrigerated wagon</td>
</tr>
<tr>
<td>279.</td>
<td>Repair of engineering facilities</td>
</tr>
</tbody>
</table>
| 280. | Repairs | A set of measures providing the following:  
   a) prevention and elimination of failures of the operating engineering structures in order to ensure their long service life;  
   b) replacement and restoration of individual elements, assemblies and structures of the signaling, interlocking and communication systems, as well as their adjustment;  
   c) maintenance and restoration of the serviceability and operability of the rolling stock;  
   d) railway track-related work to renovate the permanent way or partially replace its elements, clean up the ballast, align the track in profile elevation and plan view along with rehabilitation of the roadbed. |
<p>| 281. | Reserve locomotive | Unit of traction rolling stock, moving on its own traction without wagons or shipped in a train set without engaging its traction. |
| 282. | Reserve running distance of locomotive | Distance traveled by locomotives of the operating stock, shipped by their own traction without wagons or with no more than 10 wagons coupled to it. |</p>
<table>
<thead>
<tr>
<th>283.</th>
<th>Residential season ticket (Commutation ticket)</th>
<th>A privileged price travel document valid for a limited or unlimited number of trips over a specified time period in a certain railway section or area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>284.</td>
<td>Restoration activity</td>
<td>A set of technical and organizational measures carried out on the railway to resume traffic and operation interrupted by destruction.</td>
</tr>
<tr>
<td>285.</td>
<td>RIC</td>
<td>International Coach Regulation (RIC), RIC Agreement governs the exchange and use of coaches in international traffic.</td>
</tr>
<tr>
<td>286.</td>
<td>Roadbed</td>
<td>A set of engineering soil structures serving as the basis for the permanent way. The roadbed absorbs the load from the rail and sleepers, ballast and rolling stock, evenly distributing it on the underlying natural soil.</td>
</tr>
<tr>
<td>287.</td>
<td>Rolling stock investment</td>
<td>Purchase costs of railway vehicles.</td>
</tr>
<tr>
<td>288.</td>
<td>Rolling stock maintenance</td>
<td>Organizational and technical measures designed to maintain the rolling stock in good condition during the period of operation between scheduled types of maintenance. During technical maintenance, a set of activities is carried out to ensure traffic safety, the operability of all units and equipment, fire safety, as well as the proper sanitary and hygienic condition of the rolling stock.</td>
</tr>
<tr>
<td>289.</td>
<td>Running speed</td>
<td>The average speed of the train in the section with non-stop passing, but taking into account the limitations of the established speed.</td>
</tr>
<tr>
<td>290.</td>
<td>Schedule speed</td>
<td>It is defined as the average speed along the entire route from the station at which it is formed to the station of breaking-up, taking into account the total travel time, including stoppages at the railway sorting and railway section stations.</td>
</tr>
<tr>
<td>291.</td>
<td>Seal</td>
<td>A control element, which is an integral part of a single structure, the integrity of which confirms the lack of access to the cargo through the sealed structural openings of the wagon, intermodal transport unit (ITU) or motor vehicle (MV). A seal also means a locking and sealing device.</td>
</tr>
<tr>
<td>292.</td>
<td>Service train</td>
<td>A train composed of an operating locomotive or special self-propelled rolling stock used as a locomotive, as well as of wagons allocated for the special and technical needs of railway companies, special, self-propelled and non-self-propelled rolling stock, designed to perform work on the servicing, maintenance and repair of structures and facilities of railway infrastructure.</td>
</tr>
<tr>
<td>293.</td>
<td>Service transportation</td>
<td>Freight transportation (with or without tariffication) for the</td>
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</tr>
<tr>
<td>294.</td>
<td><strong>Service-related railway transportation</strong></td>
<td>Railway transportation implemented by a railway company for its own needs.</td>
</tr>
<tr>
<td>295.</td>
<td><strong>Shared wagon</strong></td>
<td>A wagon owned by a railway company and used by railway companies under special conditions stipulated by the Rules for Use of Wagons.</td>
</tr>
<tr>
<td>296.</td>
<td><strong>Shunting locomotive</strong></td>
<td>A locomotive designed for shunting operations at stations, including non-public railway tracks.</td>
</tr>
<tr>
<td>297.</td>
<td><strong>Shunting operations</strong></td>
<td>A set of technical and technological operations for the movement of a railway vehicle or a group of railway vehicles within a railway station or any other railway locations.</td>
</tr>
<tr>
<td>298.</td>
<td><strong>Side railway track</strong></td>
<td>Receiving and departure track, upon entering which the rolling stock deviates according to the switch.</td>
</tr>
<tr>
<td>299.</td>
<td><strong>Siding railway tracks</strong></td>
<td>Railway sidings adjoining directly or through any other railway sidings to the public railways and intended to serve certain users of railway transport services on the terms of contracts or performing work for their own needs.</td>
</tr>
<tr>
<td>300.</td>
<td><strong>Siding track owner</strong></td>
<td>A person who owns a railway siding track on the basis of ownership or any other legal basis.</td>
</tr>
<tr>
<td>301.</td>
<td><strong>Single-track lines</strong></td>
<td>Railway lines with one main railway track.</td>
</tr>
<tr>
<td>302.</td>
<td><strong>Sleeper</strong></td>
<td>A support for the rails of a railway track in the form of a transverse bearing, arranged under both rails. Sleepers are designed to absorb the pressure from the rails, transfer it to the ballast (or concrete) track roadbed and ensure the correct and constant position of the rail lines during their long-term operation. Sleepers are the traditional and most common type of under-rail support.</td>
</tr>
<tr>
<td>303.</td>
<td><strong>SMGS</strong></td>
<td>Agreement on International Goods Transport by Rail.</td>
</tr>
<tr>
<td>304.</td>
<td><strong>SMPS</strong></td>
<td>Agreement on international passenger traffic by rail.</td>
</tr>
<tr>
<td>305.</td>
<td><strong>Sorting station, Marshalling yard</strong></td>
<td>A station designed for handing wagons, breaking up and forming trains on the routes set out in the train formation plan, and have special tracks for such activities.</td>
</tr>
<tr>
<td>306.</td>
<td><strong>Sorting track, Sorting siding, Marshalling track, Marshalling siding,</strong></td>
<td>Station track intended for the accumulation of trains and groups of wagons and the formation of single-group and group trains, as well as for the wagons for loading or unloading, wagons requiring repair, wagons with dangerous goods etc.</td>
</tr>
<tr>
<td>307.</td>
<td><strong>Special wagon</strong></td>
<td>A freight wagon for the carriage of a certain cargo or a group of needs of the railway company.</td>
</tr>
<tr>
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<td>Definition</td>
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</tbody>
</table>
| 308. | Specialized high-capacity container  
A specialized container with a gross weight of 10 tons or more, bearing an ISO-compliant marking code and registered with the International Bureau of Containers and Intermodal Transportation. |
| 309. | Specific consumption of fuel (energy)  
The amount of fuel equivalent per the established work meter. |
| 310. | Station track length  
The length of the station track. There is a full and useful length of the track.  
The total length of the track is the distance between the joints of the point rails of the track switches that confine the given track (the full length of the through track), or the distance from the joint of the point rail of the track switch leading to the given track to the stop (the full length of the dead-end track).  
The useful length of the track is that part of its full length, within which the rolling stock is installed without disrupting the movement on the adjacent railway tracks. |
| 311. | Station tracks  
Railway tracks located within the boundaries of separate points with an arrangement of tracks. The station tracks include the main tracks within boundaries of the station, approach and departure tracks, extension tracks, sorting tracks, hump tracks, loading and unloading tracks, engine tracks to engine house, as well as running tracks for locomotives, connecting tracks, parking tracks for fire and recovery trains and individual passenger coaches, weighing, reloading tracks, etc. Besides, the station tracks include special-purpose tracks: tracks equated to access roads, safety dead ends, catching dead ends. At large-size stations, tracks designed to perform homogeneous operations are grouped into a category named as switch yard. |
| 312. | Station-to-station block  
Part of the railway line located between adjacent separate points, consisting of block section boundaries which are marked by traffic lights. In single-track sections, the boundaries of the block are indicated by entry traffic lights of railway stations, and in double-track sections it is done by the signal lights of the railway station boundaries and the entry signal light of the adjacent railway station. |
| 313. | Statistical reporting  
A document of the established form containing statistical data or parameters characterizing the general results and individual aspects of the activities of railway undertakings and railway industry as a whole. It is mandatory for submission to higher and statistical organizations within the established time frame. |
| 314. | Successive carrier  
A carrier who, acceding to the contract of carriage (concluded by a contractual carrier), accepts the goods from the contractual carrier. |
| 315. | Tank container | A specialized container for the transportation of liquid cargo, gases or bulk cargo. |
| 316. | Tank-wagon | A wagon with one or more tank barrels, which are permanently installed on the wagon frame, and designed to transport gases, liquids, powdery or granular substances. |
| 317. | Tariff currency | A monetary unit in which the tariff rate is expressed. |
| 318. | Tariff distance | A distance from the departure station to the destination station, used to calculate the carriage charges for the transportation of goods. |
| 319. | Tariff distance (freight running distance) | Distance used to calculate the tariff for the carriage of goods. |
| 320. | Tariff estimated weight | The weight of goods, goods tare, as well as removable and non-removable loading tackles, on the basis of which the carrier calculates the carriage charges. |
| 321. | Tariff freight turnover | An estimated parameter which is calculated by multiplying the weight of the transported goods by the tariff distance of the movement of goods. Measured in ton-kilometers (t-km). |
| 322. | Tariff ton-kilometer | Unit of measurement for the carriage of one ton of the tariff estimated weight of goods at a tariff distance of 1 km. |
| 323. | Taxes | Mandatory contributions levied on individuals and legal entities in accordance with national legislation. |
| 324. | Technical and administrative report of a station | A formal document that establishes the procedure for using the technical facilities of the station and regulates the safe and unhindered admission, departure and passage of trains through the station, the safety of shunting operations and compliance with safety measures. |
| 325. | Technical station | A railway station, the main purpose of which is to perform technical, commercial and other operations for servicing trains, breaking up and forming trains. |
| 326. | The parties involved in transportation | - Consignors, carriers, consignee (SMGS)  
- Carriers, actual carriers, coach operators, authorized persons (SMPS). |
| 327. | The total length of electrified lines | The total length of electrified railway tracks, obtained by summing the construction lengths of electrified tracks. The |
### Construction Length of an Electrified Track

The construction length of an electrified track is the length of an electrified railway line, measured along its axis by points of the tracks connecting to other lines. For multi-track electrified lines, it is determined along the axis of the longest track.

### Third Rail Conductor

Catenary element for supplying electricity to electric rolling stock. The third rail conductor is used mainly in the electric network of subways (underground, metro) as well as in the electrified urban and suburban railway sections.

### Through-Running Train

A train that passes through one or more railway sorting or railway section stations without being handled.

### Ticket

An integral part of the travel document. The ticket can be issued both for the entire route and its individual sections.

### Timetable for Passenger Trains

An official document recording the frequency, routes, departure and arrival times of passenger trains of all categories by stations and stopping points.

### Ton-Kilometer Gross-Gross

Unit of transportation of one ton of the weight of a train or other vehicle, including the weight of the locomotive, over a distance of 1 km.

### Ton-Kilometer Gross

Unit of transportation of one ton of the weight of a train or other vehicle, excluding the weight of a locomotive, over a distance of 1 km.

### Ton-Kilometer Net

A unit of measurement for freight transport corresponding to the carriage of one ton of goods by rail over a distance of one kilometer. Distance is figured out as the actual distance traveled in the network under consideration.

### Ton-Kilometer on Railway Transport

Unit of measurement for the transportation of one ton of goods over a distance of 1 km.

### Top Manager

Person that makes managerial decisions in accordance with his job responsibilities.

### Total Length of Railway (Track Miles)

The total length of all railway tracks, obtained by summing their construction lengths. Construction length is the length of a railway line, measured along its axis between the points of tracks connecting to other lines. For multi-track lines, the construction length is set along the axis of the longest track.

### Total Train Weight (Gross-Gross)

Train weight including the traction unit weight.

### Track Area

A group of station railway tracks of the same purpose, united by common development of switches. There are areas of...
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<td></td>
<td>railway tracks which are for acceptance, dispatch, sorting, receiving and dispatching, sorting and dispatching, sorting and grouping, parking for passenger trains, etc.</td>
<td></td>
</tr>
<tr>
<td>340.</td>
<td>Track engineering work</td>
<td>A set of interrelated operations aimed at ensuring the reliability of the railway track and the safety of train traffic with established speeds and weight standards. It consists of urgent and planned operations.</td>
</tr>
<tr>
<td>341.</td>
<td>Track equipment</td>
<td>All equipment located on the railway track, designed for the safe and uninterrupted movement of trains at established speeds (control locations, executive and control equipment for automatic blocking, automatic locomotive signaling and electrical interlocking, crossing signaling, etc., located outside the premises (in the “field”).</td>
</tr>
<tr>
<td>342.</td>
<td>Track facilities</td>
<td>One of the main aspects of railway transport, which includes railway tracks with engineering structures (bridges and tunnels); production facilities; enterprises providing the current maintenance of the track and its facilities.</td>
</tr>
<tr>
<td>343.</td>
<td>Track gauge</td>
<td>Two rails (rail lines) located at a certain distance from one another and attached by rail fasteners to the rail supports (sleepers, slabs, etc.) of the railway track. The track serves as a guideway for the wheels of the rolling stock. The most significant parameter of a railway track is its width i.e. the distance between the inner / running edges of the rail heads of a railway track. According to this parameter, railways are divided into wide track gauge (more than 1435 mm), normal track gauge (1435 mm) and narrow track gauge (less than 1435 mm) railways.</td>
</tr>
<tr>
<td>344.</td>
<td>Trackside warehouse</td>
<td>A facility, a site for storing materials, products, machines and other goods that are delivered to or removed from the warehouse, mainly by rail. A trackside warehouse is equipped with means of all-round mechanization and automation of loading and unloading operations using electronic computers. A trackside warehouse is built at freight railway stations, at industrial enterprises with siding tracks, in places of transshipment of goods from one mode of transport to another.</td>
</tr>
<tr>
<td>345.</td>
<td>Traction rolling stock</td>
<td>A set of types of railway rolling stock that has a haulage capacity to carry out the transportation process. And it includes locomotives and multiple unit rolling stock.</td>
</tr>
<tr>
<td>346.</td>
<td>Traction shoulder</td>
<td>A railway section adjacent to a station with its main locomotive depot, bounded by a station with an intermediate depot.</td>
</tr>
<tr>
<td>347.</td>
<td>Trailer car of a multiple-unit train</td>
<td>A unit of railway rolling stock that does not have a driving device; multiple-unit trains (electric multiple-unit trains and diesel multiple-unit trains) are composed of such coaches.</td>
</tr>
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<td>Definition</td>
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</tr>
<tr>
<td>348.</td>
<td>Trailing car of a multiple-unit train</td>
<td>A unit of railway rolling stock that is not equipped with a drive device which multiple-unit trains (electric trains and diesel trains) as well as automobile railway cars are composed of.</td>
</tr>
<tr>
<td>349.</td>
<td>Trailing car with a driving compartment</td>
<td>A unit of railway rolling stock that does not have a drive device; multiple-unit trains (electric multiple-unit trains and diesel multiple-unit trains) are composed of such cars with a driver’s cab.</td>
</tr>
<tr>
<td>350.</td>
<td>Trailing car with a driving compartment</td>
<td>A unit of railway rolling stock that does not have a driving device and is designed in such a way that it can be coupled to one or more cars equipped with motors and is fitted up with a control cabin.</td>
</tr>
<tr>
<td>351.</td>
<td>Train</td>
<td>A composed train set of cars being coupled with one or several operating locomotives or cars equipped with motors and having set signals and number. Locomotives without wagons, cars equipped with motors and special self-propelled rolling stock assigned to haul to a station-to-station block are considered as trains.</td>
</tr>
<tr>
<td>352.</td>
<td>Train category</td>
<td>Conventional division of trains into groups depending on the type of transportation, travel distance, grouping of wagons in a train set, regularity of circulation and speed of movement. The main categories of trains are distinguished as follows: - Passenger trains; - Freight trains; - Freight and passenger trains (mixed trains).</td>
</tr>
<tr>
<td>353.</td>
<td>Train crew</td>
<td>Railway transport staff members whose functions include checking and selling passenger travel documents which are evidence of the legal contract concluded between the railway carrier and the passenger, as well as attending the train in accordance with the requirements of regulatory documents.</td>
</tr>
<tr>
<td>354.</td>
<td>Train crew</td>
<td>Railway staff members whose functions include attending the train in accordance with the requirements of regulatory documents.</td>
</tr>
<tr>
<td>355.</td>
<td>Train length</td>
<td>The distance between the coupling axle of the front unit (the first mobile unit) and the rear unit (the last moving unit) of the train which is in a straight horizontal section of the railway track; in operational work, the train length is calculated in conventional wagons.</td>
</tr>
<tr>
<td>356.</td>
<td>Train running distance (mileage)</td>
<td>The distance actually covered by the train and measured in train-kilometers according to the traffic and traction type.</td>
</tr>
<tr>
<td>357.</td>
<td>Train traffic schedule</td>
<td>A regulatory and technical document establishing the organization of the movement of trains of all categories in the sections of rail transport infrastructure, graphically displaying...</td>
</tr>
<tr>
<td>358.</td>
<td><strong>Train weight</strong></td>
<td>A parameter specifying the weight of a freight train or a passenger train. In the rail transport statistics, the train weight is determined as follows: a) Gross weight, which consists of the gross weight of the wagons included in the train; b) Net weight, which is the sum of the gross weight of the goods loaded on wagons, the parameter is attributed to freight trains only.</td>
</tr>
<tr>
<td>359.</td>
<td><strong>Train weight</strong></td>
<td>see 46 “Train weight”</td>
</tr>
<tr>
<td>360.</td>
<td><strong>Train’s consignor list</strong></td>
<td>The main technological and accounting document accompanying the train along its entire route. Contains general information about the train (train number, index, weight and length of the train, the number of axles, the number of wagons in the train set, information on each wagon and the goods transported in it, the code of the destination station, etc.).</td>
</tr>
<tr>
<td>361.</td>
<td><strong>Train-Section</strong></td>
<td>A physical section of railway tracks with uniform weight norms for freight trains and stable dimensions of movement.</td>
</tr>
<tr>
<td>362.</td>
<td><strong>Transit railway transportation</strong></td>
<td>Railway transportation implemented through the territory of a state between two points (point of loading / embarkation and point of unloading / disembarkation) located outside this state. Transit railway transportation does not include transport operations that involve loading / embarking or unloading / disembarking from a railway vehicle at the border of this state from another / to another mode of transport, for example, transit between rail and sea transport in sea ports.</td>
</tr>
<tr>
<td>363.</td>
<td><strong>Transit traffic within the country</strong></td>
<td>Transportation of goods in which their loading and unloading is carried out in other networks of the same country and which run on the lines of this railway in transit from one railway vehicle followed by loading onto another rail vehicle.</td>
</tr>
<tr>
<td>364.</td>
<td><strong>Transit train</strong></td>
<td>A freight train passing through the station without being handled (only locomotive crews or a train locomotive are changed), or with partial handling (changing the weight or length of the train by coupling, uncoupling or replacing groups of wagons).</td>
</tr>
<tr>
<td>365.</td>
<td><strong>Transport</strong></td>
<td>A set of all types of communication routes, vehicles, technical devices and facilities on the communication routes, ensuring the process of the carriage of people and goods for various purposes from one place to another. The modes of transport differ as follows: - land (rail, road, pipeline);</td>
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</tr>
<tr>
<td>366.</td>
<td>Transport equipment</td>
<td>In railway transport, various auxiliary facilities intended for equipping freight wagons during the transportation (fastening) of certain goods (people). It can be removable and non-removable transport equipment (loading tackle).</td>
</tr>
<tr>
<td>367.</td>
<td>Transport hub</td>
<td>A set of transport facilities in the area of the junction of several modes of transport, carrying out, when interacting, operations for servicing transit, local and urban transportation of goods and passengers. In addition to a railway junction, the transport hub may include a network of highways with bus stations, a sea or river port, industrial transport facilities, a pipeline transport network, airports and a public urban transport network.</td>
</tr>
<tr>
<td>368.</td>
<td>Transport products</td>
<td>Parameter of the natural and cost estimate of activities of a transport company, reflecting the volume of transportation of goods and passengers.</td>
</tr>
<tr>
<td>369.</td>
<td>Transportation cost price</td>
<td>This is a comprehensive parameter that specifies the use of costly material and labor resources. It reflects the growth of labor productivity, the degree of use of fixed assets, an increase in the efficiency and quality of railway transport.</td>
</tr>
<tr>
<td>370.</td>
<td>Transportation of goods in direct international railway traffic</td>
<td>Carriage of goods by rail across the territory of two or more states under a single document (consignment note) issued for the entire route.</td>
</tr>
<tr>
<td>371.</td>
<td>Transportation of goods in direct international railway-ferry traffic</td>
<td>Carriage of goods in direct international railway traffic with waterway transport engaged, provided that goods are moved from the departure station to the destination station in a wagon or on its own axles.</td>
</tr>
<tr>
<td>372.</td>
<td>Transporter wagon</td>
<td>A wagon designed for the carriage of bulky and heavy goods, which, due to their size and (or) weight, cannot be transported in other wagons.</td>
</tr>
<tr>
<td>373.</td>
<td>Travel document</td>
<td>The document confirming the conclusion of a contract of carriage of a passenger</td>
</tr>
<tr>
<td>374.</td>
<td>Turnover (funds)</td>
<td>The period of time from the moment of advance payment of the cost in cash for the purchase of raw materials, materials, fuel and other goods until the moment of sale of the manufactured finished product (work, services) and receipt of funds.</td>
</tr>
<tr>
<td>375.</td>
<td>Types of electric power</td>
<td>Category characterizing the type of electric current. The following types of electric current are used:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- alternating current 25,000 V, 50 Hz</td>
</tr>
</tbody>
</table>
| 376. | Types of transportation | Types of railway transportation. The basic categories are as follows:
   a) commercial railway transportation: transportation implemented in the interests of any other party at a charge;
   b) service-related railway transportation: transportation implemented by economic entities on railway transport to meet their internal needs, regardless of whether they generate income subject to accounting.
   Commercial transportation is grouped by type:
   - Freight transportation by one or more modes of transport with a subdivision by type of traffic (international, domestic, transit);
   - Passenger transportation, with the emphasis on the types of traffic.  
| 378. | Unloading | A parameter specifying the complete or partial release of a vehicle, measured in wagons and tons.  
| 379. | Wage | Remuneration for work, which the employer pays to the employee for the work carried out, depending on its complexity, quantity, quality, working conditions and qualifications of the employee, taking into account the actual work hours, as well as for the periods included in work hours. The main forms of remuneration are as follows: time-based payment and payment by the piece. There are also nominal and real wages.  
| 380. | Wagon carrying capacity | A technical specification of a wagon in relation to the maximum weight of goods that can be carried in the wagon.  
| 381. | Wagon dynamic load | A parameter of the load of the wagon during transportation. There is the dynamic load of a wagon of the operating stock and the dynamic load of a loaded wagon. The dynamic load of a wagon of the operating stock is the amount of goods in tons, which, on average, falls on the wagon of the operating stock along the entire route. It is determined by dividing the net operating ton-kilometers by wagon-kilometers of the total running distance (mileage) of the operating stock wagons. The dynamic load of a loaded wagon is the amount of goods in tons per loaded wagon on average along the entire route. It is determined by the ratio of the operational freight turnover to the running distance (mileage) of the loaded wagons of the operating stock. |
| 382. | Wagon for the carriage of an intermodal transport unit | A wagon that is specially built or equipped for the carriage of intermodal transport units (ITUs) and motor vehicles (MVs). |
| 383. | Wagon keeper <br> Coach keeper | A person who owns a wagon / a coach on the basis of ownership or any other legal basis and is entered as such in the vehicle register in accordance with national legislation. |
| 384. | Wagon note | A carrier's document containing information on the wagon, goods, consignor and consignee and other information. |
| 385. | Wagon performance | The amount of operation of one wagon of the operating stock per day on average. It is measured in operating net ton-kilometers. It is calculated as the ratio of the value of the operating net cargo turnover to the value of the operating stock of wagons in wagon-twenty-four hours. The parameter reflects the efficiency of using the wagon in the course of twenty four hours. |
| 386. | Wagon tare weight | Weight of an empty wagon, including its non-removable equipment. |
| 387. | Wagon traffic volume | A parameter of the daily average number of railway cars passing in a certain direction between railway stations. |
| 388. | Wagon trip | Distance in kilometers that a wagon travels from one loading point to the next loading point. |
| 389. | Wagon turnover | The number of wagons handled by the railway station during the reporting period. The freight cars turnover does not include cars that have departed from and arrived at the siding tracks adjacent to the station. |
| 390. | Wagon turn-round | The main parameter of the use of the wagon stock in the course of time, including the cycle of operations from the moment the car starts loading until the moment the next loading starts. |
| 391. | Wagon’s terminal time | The time spent by the freight wagons of the operating stock at a station under freight operations and / or other operations related to the handling technology of transportation. |
| 392. | Wagon-hour | A parameter used to determine the time spent on various operations using wagons. |
| 393. | Wagon-kilometer <br> Car-kilometer | Unit of measure representing the movement on railway tracks of common use over a distance of one kilometer: <br>a) by one loaded or empty wagon; <br>b) by a coach. |
III. Terms and definitions used in the training and education of personnel in the field of railway transportation.

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<tr>
<th>Ser. No.</th>
<th>Term</th>
<th>Interpretation</th>
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</thead>
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<tr>
<td>1.</td>
<td>Academic hour</td>
<td>A period of time equal to 45 minutes</td>
</tr>
<tr>
<td>2.</td>
<td>Academy of the Organisation for Cooperation between Railways (OSJD Academy)</td>
<td>A voluntary network association of vocational training organizations and organizations within the OSJD system that has been created as the specialized body of the OSJD in the sphere of vocational training</td>
</tr>
<tr>
<td>3.</td>
<td>Accreditation expert review</td>
<td>A process of verifying the compliance of activity of the applicant (organisations in the process of accreditation) with the requirements to the participants in the OSJD Academy</td>
</tr>
<tr>
<td>4.</td>
<td>Accredited training organization</td>
<td>Educational or training organization, participating in the OSJD Academy and recorded in the OSJD registry</td>
</tr>
<tr>
<td>5.</td>
<td>Advanced vocational training or/raising of qualification</td>
<td>Refreshment of fundamental and practical knowledge, acquisition and development of skills of qualified employees necessary due to growing requirements to their qualifications. The advanced vocational training does not provide for a new education degree</td>
</tr>
<tr>
<td>6.</td>
<td>Applicant (organisation seeking accreditation)</td>
<td>Educational organisation or training organisation that wishes to acquire the status of participant in the OSJD Academy and to be registered in the OSJD registry, and that has submitted a relevant application</td>
</tr>
<tr>
<td>7.</td>
<td>Author</td>
<td>A natural person (group of natural persons) or a legal person who develops or updates an OSJD model training program and who has appropriate levels of competence, qualification, and work experience in the railway sector, and who is knowledgeable and professionally experienced in the</td>
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<td></td>
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<td>application of OSJD documents</td>
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<tr>
<td>8.</td>
<td>Authoring team</td>
<td>A group of authors</td>
</tr>
<tr>
<td>9.</td>
<td>Authorized users of the OSJD information web resource</td>
<td>Users who have appropriate rights and access, by means of the Internet information and telecommunications network, the content of the OSJD information web resource on vocational training and education in the field of railway traffic intended for persons with extended rights of access</td>
</tr>
<tr>
<td>10.</td>
<td>Category of personnel</td>
<td>A classification of personnel by type of professional activity; qualification level; key groups of positions, and other criteria</td>
</tr>
<tr>
<td>11.</td>
<td>Competence</td>
<td>The ability of an worker to perform job tasks based on the worker’s appropriate knowledge, skills, habits, and experience that are formally described in the corresponding corporate requirements to the worker’s professional, business, and other qualities</td>
</tr>
<tr>
<td>12.</td>
<td>Consultant</td>
<td>A person who provides consultative support to an author (developer) or authoring team in the course of developing and/or updating an OSJD model training program</td>
</tr>
<tr>
<td>13.</td>
<td>Contents of training program</td>
<td>A formalized scope of knowledge, expertise, and skills that is normally recorded on storage media and intended to be transferred to the students</td>
</tr>
<tr>
<td>14.</td>
<td>Curriculum</td>
<td>A document that defines a list of subjects, training courses, modules, and hands-on training sessions along with their succession and distribution through the training periods, training time allocations, and the forms of interim and final attestations of students/trainees</td>
</tr>
<tr>
<td>15.</td>
<td>Developer</td>
<td>A natural person, a group of persons, or a legal person that develops or updates an OSJD model training program or a training program, or is engaged in developing or updating an OSJD model training program or any other training program, and that has appropriate education, expertise, qualifications, experience in the railway or transport sectors, and that is knowledgeable of and professionally experienced in the application of OSJD documents</td>
</tr>
<tr>
<td>16.</td>
<td>Editorial board of the OSJD information web resource in vocational training in railway transport (editorial board of OSJD information web resource)</td>
<td>A working body of the Ad Hoc Working Group that is responsible, within the scope of competence granted by OSJD documents, for populating, updating and refreshing the content, and editorial support the OSJD information web resource</td>
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<td>Description</td>
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<tr>
<td>17.</td>
<td>Educational organisation</td>
<td>An organization (a legal entity) that under the national law has education as its core business</td>
</tr>
<tr>
<td>18.</td>
<td>Employee</td>
<td>A person employed by an organization under an employment contract</td>
</tr>
<tr>
<td>19.</td>
<td>Employer</td>
<td>An organization that enters into an employment contract with an employee</td>
</tr>
<tr>
<td>20.</td>
<td>Engineer</td>
<td>An employee who has a corresponding academic degree in technology or engineering, and performs job functions related to the design, implementation, and control of technical and technological processes</td>
</tr>
<tr>
<td>21.</td>
<td>Expert</td>
<td>A natural person who possesses professional and hands-on experience and competencies in a given field, and who performs an expert review producing a substantiated expert conclusion that contains an evaluation of the quality of the object under the expert review</td>
</tr>
<tr>
<td>22.</td>
<td>Expert council on training programs and methodology</td>
<td>A consultative or advisory body performing expert evaluation functions, and offering recommendations on monitoring the quality of OSJD training programs, and on improving the training process</td>
</tr>
<tr>
<td>23.</td>
<td>Expert report</td>
<td>A document reflecting the conformance or non-conformance of the object under the expert review with the requirements to its quality that is produced after the completion of an expert review and may contain suggestions for the improvement of the object under review</td>
</tr>
<tr>
<td>24.</td>
<td>Expert review</td>
<td>A professional analysis of the contents of an OSJD model training program, an existing training program, or a proposed training program that is performed by an expert or a team of professionals engaged to perform an expert review</td>
</tr>
<tr>
<td>25.</td>
<td>Field of accreditation</td>
<td>A field of activity that involves providing training under OSJD model programs or OSJD-approved training programs for which accreditation is requested or granted to ascertain compliance with the requirements set by the OSJD</td>
</tr>
<tr>
<td>26.</td>
<td>Final attestation of a student/trainee</td>
<td>A procedure for evaluating the degree and level of acquisition by the student/trainee of the whole content of a training course (module), or the whole OSJD model or OSJD-approved training program for the purpose of making a decision on issuing an OSJD training certificate to the student/trainee</td>
</tr>
<tr>
<td>27.</td>
<td>Forms of training</td>
<td>Face-to-face, distance, or combined training</td>
</tr>
<tr>
<td>28.</td>
<td>Human resources of an organization</td>
<td>All physical persons who perform or are preparing to perform work aimed at reaching the goals of an organization, including the organization’s personnel; persons working under any kind of employment or civil contracts; and persons undergoing</td>
</tr>
<tr>
<td></td>
<td>training under contracts with the organization</td>
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<tr>
<td>29.</td>
<td>Initiator of training program, Initiating Party</td>
<td>An OSJD Academy participant that submits a request for the approval of an OSJD training program, and that is authorized to submit such a request</td>
</tr>
<tr>
<td>30.</td>
<td>Instructor</td>
<td>Full-time or part-time employee who teaches according to approved curricula, training programs or courses (lecturer, teacher, trainer, instructor, on-the-job mentor)</td>
</tr>
<tr>
<td>31.</td>
<td>Interim attestation of a student/trainee</td>
<td>A procedure for evaluating the degree and level of acquisition by a student/trainee of a part or the whole of a training course (module) within a training program, administered in the forms and at frequencies set by the training curriculum. Interim attestation is a tool for measuring the quality of internalization by students/trainees of training programs</td>
</tr>
<tr>
<td>32.</td>
<td>Job description</td>
<td>A binding document of an organization that sets the requirements to the qualifications, scope of authority, duties, responsibilities, work functions to be met by the employee who fills the job position</td>
</tr>
<tr>
<td>33.</td>
<td>Job position, occupation, post</td>
<td>A position in the organizational structure that determines the functions, powers, duties, and responsibilities of the organization’s employee</td>
</tr>
<tr>
<td>34.</td>
<td>Job title</td>
<td>The title of a position set by a regulation</td>
</tr>
<tr>
<td>35.</td>
<td>Learning (training process)</td>
<td>Target-orientated and managed process of interaction of trainers and trainees, focused on trainees’ mastering of knowledge, skills and proficiency, developing of their capacity, sealing of self-education skills in conformity to the objectives</td>
</tr>
<tr>
<td>36.</td>
<td>Learning of terms and abbreviations</td>
<td>Learning of transport-related terms and abbreviations in multiple languages</td>
</tr>
<tr>
<td>37.</td>
<td>Manager, Administrative officer</td>
<td>A person who makes managerial decisions as part of their job description</td>
</tr>
<tr>
<td>38.</td>
<td>Module</td>
<td>A part of an OSJD model training program or OSJD-approved training program that has logical completeness in relation to the defined training objectives and outcomes, and that assumes that a student acquires theoretical knowledge and, where hands-on classes are included, practical skills and competencies needed to perform a job function</td>
</tr>
<tr>
<td>39.</td>
<td>OSJD approved training program</td>
<td>A training program (developed for the OSJD as a model program, or presented by the developers on a voluntary basis for review by the OSJD, and taught by an accredited educational or training organization) that has been approved by the OSJD</td>
</tr>
</tbody>
</table>
| 40. | OSJD Certificate of | An OSJD document issued by the OSJD Committee confirming the
<table>
<thead>
<tr>
<th><strong>accreditation of an educational or training organisation</strong></th>
<th>status of an OSJD Academy participant and its registration in the OSJD registry</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>41. OSJD document of training</strong></td>
<td>Document, certifying the successful completion of training program, issued by the OSJD in conformity with the established procedure and recorded in the OSJD registry</td>
</tr>
<tr>
<td><strong>42. OSJD information web resource</strong></td>
<td>The OSJD information web resource on vocational training and education in the field of railway traffic is a portal (site, website, web resource on the Internet network, the aggregate of website pages within the Internet network). It is a systemically integrated collection (array) of resources and services intended to enable the publication of OSJD information related to vocational training and education in the field of railway traffic in textual, graphic, and multimedia forms</td>
</tr>
<tr>
<td><strong>43. OSJD instructor certificate</strong></td>
<td>Personalised OSJD document certifying that the instructor’s qualification is sufficient to deliver training under OSJD model training programs and OSJD-approved training programs, issued by the OSJD in a proper procedure and registered in the OSJD registry</td>
</tr>
<tr>
<td><strong>44. OSJD model training program</strong></td>
<td>A training program developed and approved by the OSJD for subsequent use in the training process</td>
</tr>
<tr>
<td><strong>45. OSJD training certificate</strong></td>
<td>Personalised document certifying the successful completion of training in OSJD model training courses and OSJD approved training programs, issued by the OSJD in a proper procedure and registered in the OSJD registry</td>
</tr>
<tr>
<td><strong>46. OSJD training program</strong></td>
<td>A set of documents of an advisory nature developed on the basis of a model training program or an OSJD-endorsed training program and approved by the OSJD. This set defines the contents, goals, objectives, expected results, and methods of training, as well as the methods of training administration, student testing, the sequence and forms of training events</td>
</tr>
<tr>
<td><strong>47. OSJD Vocational Training Registry</strong></td>
<td>Information resource of the OSJD containing paper and electronic documents in the field of professional training, folders and a system of registered entries according to approved forms created by the OSJD Committee</td>
</tr>
<tr>
<td><strong>48. Participant in the OSJD Academy</strong></td>
<td>An accredited national organisation (educational or training organisation) engaged in providing vocational training, professional development training, and advanced vocational training services to railway personnel and registered in the OSJD registry</td>
</tr>
<tr>
<td><strong>49. Peer review</strong></td>
<td>The process of reviewing in writing of a model training program or a training program for the purpose of determining its merits for approval (adoption), reveal its advantages and limitations, which is important for the improvement or revision of the materials by the author/developer or authoring team</td>
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<td>50.</td>
<td>Personnel</td>
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<td>51.</td>
<td>Pilot training project</td>
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<td>Professional development training</td>
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<td>Qualification</td>
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<td>Register of experts</td>
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<td>Register of instructors</td>
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<td>56.</td>
<td>Register of OSJD training programs</td>
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<td>Review</td>
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<td>Reviewer</td>
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<td>59.</td>
<td>Secretariat of the OSJD Academy</td>
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<td>Skill</td>
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<td>61.</td>
<td>Skill</td>
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<td>Specific training program</td>
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<td>Statement of Work</td>
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<td><strong>64.</strong></td>
<td><strong>Student/trainee attestation</strong></td>
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<td><strong>65.</strong></td>
<td><strong>Third party</strong></td>
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<td><strong>66.</strong></td>
<td><strong>Trainee</strong></td>
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<td><strong>67.</strong></td>
<td><strong>Trainee</strong></td>
</tr>
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<td><strong>68.</strong></td>
<td><strong>Training and methodological package</strong></td>
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<td><strong>69.</strong></td>
<td><strong>Training materials</strong></td>
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<td><strong>70.</strong></td>
<td><strong>Training organisation</strong></td>
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<td><strong>71.</strong></td>
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<td><strong>72.</strong></td>
<td><strong>Training outcomes</strong></td>
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<td><strong>73.</strong></td>
<td><strong>Users of OSJD information web resource</strong></td>
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<td><strong>74.</strong></td>
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<td><strong>75.</strong></td>
<td><strong>Vocational training (within OSJD programs)</strong></td>
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