
Javni prevoz – Splošni slovar

Public transport – Common Glossary

Öffentlicher Verkehr - Gemeinsame Nomenklatur

Ta slovenski standard je istoveten z: CEN/TR 18359:2026

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01.040.03	Storitve. Organizacija podjetja, vodenje in kakovost. Uprava. Transport. Sociologija. (Slovarji)	Services. Company organization, management and quality. Administration. Transport. Sociology. (Vocabularies)
03.220.01	Transport na splošno	Transport in general

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Public transport - Common Glossary

Öffentlicher Verkehr - Gemeinsame Nomenklatur

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CEN/TR 18359:2026 (E)**European foreword**

This document (CEN/TR 18359:2026) has been prepared by Technical Committee CEN/TC 278 WG3 “Intelligent transport systems”, the secretariat of which is held by NEN.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document has been prepared under a request addressed to CEN by the European Commission to harmonise terms and definitions used in Public Transport and in the mobility ecosystem. The Standing Committee of the EFTA States subsequently approves these requests for its Member States.

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

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Introduction

This document presents a Common Glossary for EU legislations answering the concerns stated by the EC:

“... there is a strong need to harmonise terms and definitions used in Public Transport because various legislations have adopted general terms and definitions which are not aligned, e.g.:

- *“interoperability” has a fully different meaning in the rail Interoperability Directive 2016/797/EU and in the ITS Directive 2010/40/EU.*
- *“international” is sometimes confused with “cross-border”, while some cross-border topics are not international but “local” (it is the case for some cross-border public transport services operated under public obligations).*
- *“standard” is a word associated with documents produced only by the “official” standardisation bodies (at EU level CEN, CENELEC and ETSI), while many people use the word “standards” instead of “specifications” for documents produced by modal platforms (e.g. OSDM for “rail”¹).*

[The Common Glossary] aims to harmonise such misaligned terms and definition to secure consistency and interoperability of mobility data.”

After giving detailed consideration to this aim, it appeared clearly that the most helpful method to promote harmonisation would be to highlight the differences between various use contexts rather than try to produce a unique standard set of terms, which would appear as yet another standard on top of others.

This arises from several factors, many of them practical:

- The facts of history. Many of the regulations, as noted, already have mandatory application of varying scope, and the regulatory bodies would be most unlikely to consider it worthwhile to modify them in line with some list of precise terms developed after the fact.
- The diversity of practices and use-cases which have been included in the Public Transport domain. Especially because of the need for this domain to cover multi-modality and developing technologies, and the increasing requirement for Public Transport to interact at European level with wider domains such as Road Traffic Management, there are bound to be some deeply embedded terms which have been used in different senses in different domains.
- The differing nature and working practices involved in the legislative, regulatory and technical standardisation processes, and their relationship both to one another and to real-world implementors of Public Transport services.
- The prior existence of a well-established and precise set of Conceptual Models, including terms and definitions, in the Transmodel ecosystem. This is self-consistent and clearly defined and is being maintained on a continuous basis. However, its use in the legislative context of the Directive 2010/40/EU (amended by Directive (EU) 2023/2661) is by “delegation”, which might do little to decrease the possibility of other regulations themselves making use of some terms in a sense not intended by Transmodel itself.

None of these factors, however, diminish either the importance or the urgency of promoting mutual understanding between the different interests involved. In fact, they underline both importance and urgency.

¹ The Open Sales and Distribution Model (OSDM) is a rail sector specification enabling interoperable ticket sales for trains and other modes of transport and is defined in the new UIC International Railway Solution (IRS) 90918-10

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1 Scope

1.1 Audience

This document provides a Glossary focused on providing practical help to the following users:

- Those drafting or interpreting legislation.
- Those seeking to interpret terms which might be used or defined in one context to apply them in another context.
- Those needing to develop an understanding of commonly used terms which might have a specialist meaning in contexts of which they are unaware.
- Those developing ontologies intended to cover domains which are not yet fully covered by their own set of unambiguous definitions.

1.2 Method

This project's methodology consisted in a first phase to investigate EU legislations which might have an impact on the management of data used in Europe in the various transport domains.

At the end of March 2025, more than 250 legislations had been identified which could contain relevant terms and definitions. Taking into consideration the timeframe of the OpRa+ project it was decided to develop the comparison work from this list, from which 43 legislations (as amended as of March 2025) have been selected to record in an Excel file the official definitions they contained. As a whole, the definition of a total of 717 terms has been provided in an Excel file which also detailed the scope of the selected legislations.

This Excel file has been in a second phase consolidated with the Transmodel-v6.2-Data-Dictionary into a new file named OpRa exhaustive glossary issued on 7 May 2025 which contains 2336 definitions of terms.

Then the methodology focused on the redundancy of the terms in the legislations which highlighted from the various sources 72 terms redundant between 2 and 6 times.

Even though only a limited number of terms are covered explicitly in this document, hopefully the recommendations provided for the listed terms can inspire the intended Audience to use an analogous approach when defining or selecting terms to be used when drafting legislation or developing ontologies.

This Glossary was last updated using the legislation available in March 2025. Readers need to be aware that some regulations, standards and other referenced material are undergoing active development and therefore the latest versions available at a later date might contain differences to these reviewed.

1.3 Content

The Glossary contains a separate section for each of the 30 selected terms. Each such section contains sub-sections detailing the contexts the term is used in, related terms, any unifying concept, source references to the full definitions, and usage recommendations. The following section describes this in more detail.

Table 1 — List of terms presented in the report

List of terms presented in the report	Section of the report
Access	6.1
Alternative Fuels	6.2
Call	6.3

List of terms presented in the report	Section of the report
Carrier	6.4
Compatibility	6.5
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Transport Service(s)	6.28
User	6.29
Vehicle	6.30

1.4 Legislation selected for extracting terms definitions

Table 2 — Legislation selected for extracting term definitions

Legislation reference (listed by date of first publication even when amended afterwards)	Legislation in short	Information on scope and/or purpose of the legislation
Council Directive 89/391/EEC on the introduction of measures to encourage improvements in the safety and health of workers at work	Safety and health of workers at work	The Directive applies to all sectors of activity, both public and private (industrial, agricultural, commercial, administrative, service, educational, cultural, leisure, etc.), except certain specific public service activities, such as the armed forces or the police, or certain specific activities in the civil protection services.
Council Regulation (EEC) 3037/90 on the statistical classification of economic activities in the European Community; superseded by Regulation (EC) 1893/2006 (NACE Revision 2) amended by Regulation (EU) 2023/137 (NACE Revision 2.1)	NACE Rev.1	Ensures the consistent classification of economic activities across the EU as NACE Revision 1 ((NACE: <u>N</u> omenclature statistique des <u>A</u> ctivités <u>E</u> conomiques)). NACE, which was first introduced in 1970, defines a 4-digit classification of economic activities which is consistent with the UN classification ISIC (International Standard Industrial Classification of All Economic Activities). The EEC regulation has only an historical interest, since it is superseded by NACE Revision 2 applied since 2008 and by NACE Revision 2.1 applied from 2025.
Council Directive 92/106/EEC on the establishment of common rules for certain types of combined transport of goods between Member States	Combined transport	Accompanies and promotes the liberalization of combined transport operations (combining road on the initial or final leg of the journey and, on the other leg, rail or inland waterway or maritime services where this section exceeds 100 km as the crow flies within a radius not exceeding 150 km as the crow flies from the inland waterway port or seaport of loading or unloading.
Regulation (EEC) 3577/92 applying the principle of freedom to provide services to maritime transport within Member States	Maritime cabotage	Establishes freedom to provide maritime transport services within a Member State (maritime cabotage) by Community shipowners who have their ships registered in, and flying the flag of a Member State, provided that these ships comply with all conditions for carrying out cabotage in that Member State, including ships registered in Euros, once that Register is approved by the Council.
Directive 93/13/EEC on unfair terms in consumer contracts; amended by Directive 2011/83/EU and by Directive (EU) 2019/2161.	Unfair Terms Directive	The purpose of the Directive is to approximate the laws, regulations and administrative provisions of the Member States relating to unfair terms in contracts concluded between a seller or supplier and a consumer. The contractual terms which reflect mandatory statutory or regulatory provisions and the provisions or principles of international conventions to which the Member States or the Community are party, particularly in the transport area, is not subject to the provisions of this Directive.

Legislation reference (listed by date of first publication even when amended afterwards)	Legislation in short	Information on scope and/or purpose of the legislation
Directive 96/9/EC on the legal protection of databases amended by Directive (EU) 2019/790.	Legal protection of databases	This Directive concerns the legal protection of databases in any form (any collection of independent works, data or other materials arranged in a systematic or methodical way and individually accessible by electronic or other means). This Directive applies without prejudice to Community provisions relating to: (a) the legal protection of computer programs; (b) rental right, lending right and certain rights related to copyright in the field of intellectual property, (c) the term of protection of copyright and certain related rights. The directive has been amended by Directive (EU) 2019/790 on copyright and related rights in the Digital Single Market.
Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic; amended by Regulation (EU) 2019/1242	Road vehicles dimensions and weight	This Directive applies to: (a) the dimensions of motor vehicles in categories M2 and M3 and their trailers in category O and motor vehicles in categories N2 and N3 and their trailers in categories O3 and O4, as defined in Annex II to Directive 2007/46/EC; (b) the weights and certain other characteristics of the vehicles defined in (a) and specified in Annex I (2) to this Directive. All the values of weights indicated in Annex I are valid as circulation standards and thus refer to loading conditions, not production standards, which will be defined in a later Directive. This Directive does not apply to articulated buses comprising more than one articulated section. It has been amended by Regulation (EU) 2019/1242 setting CO ₂ emission performance standards for new heavy-duty vehicles.
Directive 98/6/EC on consumer protection in the indication of the prices of products offered to consumers, amended by Directive (EU) 2019/2161	Consumer protection	This Directive stipulates indication of the selling price and the price per unit of measurement of products offered by traders to consumers in order to improve consumer information and to facilitate comparison of prices. It has been amended by Directive (EU) 2019/2161 as regards the better enforcement and modernisation of Union consumer protection rules.
Council Decision 2005/671/JHA on the exchange of information and cooperation concerning terrorist	Terrorist offences	This Decision sets up rules on the exchange of information and cooperation concerning terrorist offences between Member States and Europol. It has been amended by Directive (EU) 2017/541 on combating terrorism.

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Legislation reference (listed by date of first publication even when amended afterwards)	Legislation in short	Information on scope and/or purpose of the legislation
offences, amended by Directive (EU) 2017/541		
Directive 2005/29/EC concerning unfair business-to-consumer commercial practices in the internal market amended by Directive (EU) 2019/2161.	Unfair Commercial Practices	The purpose of this Directive is to contribute to the proper functioning of the internal market and achieve a high level of consumer protection by approximating the laws, regulations and administrative provisions of the Member States on unfair commercial practices harming consumers' economic interests. It has been amended by Directive (EU) 2019/2161 as regards the better enforcement and modernisation of Union consumer protection rules.
Regulation (EC) 561/2006 on the harmonisation of certain social legislation relating to road transport, amended by Regulation (EU) 165/2014 and by Regulation (EC) 1073/2009, and supplemented by Regulation (EU) 2022/1012.	Social legislation relating to road transport	This Regulation defines the rules applying to the carriage by road: (a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes, or (b) of passengers by vehicles which are constructed or permanently adapted for carrying more than nine persons including the driver, and are intended for that purpose; irrespective of the country of registration of the vehicle, undertaken: (a) exclusively within the Community; or (b) between the Community, Switzerland and the countries party to the Agreement on the European Economic Area [AEEA]. It has been amended by Regulation (EU) 165/2014 on tachographs in road transport and by Regulation (EC) 1073/2009 on common rules for access to the international market for coach and bus services, and supplemented by Regulation (EU) 2022/1012 with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification.
Regulation (EC) 1893/2006 establishing the statistical classification of economic activities (NACE Revision 2) and amending Regulation (EEC) 3037/90 as well as certain EC Regulations on specific statistical domains;	NACE Revision 2	The regulation changes the statistical classification of economic activities and amends the Regulation (EEC) 3037/90 dealing with the correlation between NACE and NACE Revision 1. It has been amended by Regulation (EU) 2023/137 issuing a NACE Revision 2.1.

Legislation reference (listed by date of first publication even when amended afterwards)	Legislation in short	Information on scope and/or purpose of the legislation
amended by Regulation (EU) 2023/137		
Directive 2007/2/EC establishing an Infrastructure for Spatial Information in the European Community; amended by Regulation (EU) 2019/1010.	INSPIRE	This Directive lays down general rules aimed at the establishment of the Infrastructure for Spatial Information (established and operated by the Member State) in the European Community, for the purposes of Community environmental policies and policies or activities which might have an impact on the environment. It has been amended by Regulation (EU) 2019/1010 on the alignment of reporting obligations in the field of legislation related to the environment.
Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport; amended by Directive (EU) 2023/2661	ITS Directive	This Directive establishes a framework in support of the coordinated and coherent deployment and use of Intelligent Transport Systems (ITS) within the Union, in particular across the borders between the Member States, and sets out the general conditions necessary for that purpose. This Directive provides for the development of specifications for actions within the priority areas referred to in Article 2, as well as for the development, where appropriate, of necessary standards. It applies to ITS applications and services in the field of road transport and to their interfaces with other modes of transport without prejudice to matters concerning national security or necessary in the interest of defence. It has been amended by Directive (EU) 2023/2661 to cover the availability of data and the deployment of ITS services within the priority areas referred to in Article 2, with, for data, the specific geographical coverage set out in Annex III and, for ITS services, the specific geographical coverage set out in Annex IV.
Directive 2011/83/EU on consumer Rights amended by Directive (EU) 2015/2302.	Consumer Rights	The purpose of this Directive is, through the achievement of a high level of consumer protection, to contribute to the proper functioning of the internal market by approximating certain aspects of the laws, regulations and administrative provisions of the Member States concerning contracts concluded between consumers and traders. It has been amended by Directive (EU) 2015/2302 on package travel and linked travel arrangements.