

# OCORA

Open CCS On-board Reference Architecture

## Glossary

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# References

Reader's note: please be aware that the document ids in square brackets, e.g. [OCORA-BWS01-010], as per the list of referenced documents below, are used throughout this document to indicate the references to external documents. Wherever a reference to a TSI-CCS SUBSET is used, the SUBSET is referenced directly (e.g. SUBSET-026). OCORA always reference to the latest available official version of the SUBSET, unless indicated differently.

[\[OCORA-BWS01-010\] – Release Notes](#)

[\[OCORA-BWS01-030\] – Question and Answers](#)

[\[OCORA-BWS01-040\] – Feedback Form](#)

[\[OCORA-BWS03-010\] - Introduction to OCORA](#)

[\[OCORA-BWS04-010\] - Problem Statements](#)

# 1 Introduction

## 1.1 Purpose of the document

The purpose of this document is to provide clear definitions of terms used in the OCORA documentation.

This document is addressed to experts in the CCS domain and to any other person, interested in the OCORA concepts for on-board CCS. The reader is invited to provide feedback to the OCORA collaboration and can, therefore, engage in shaping OCORA. Feedback to this document and to any other OCORA documentation can be given by using the feedback form [\[OCORA-BWS01-040\]](#).

If you are a railway undertaking, you may find useful information to compile tenders for OCORA compliant CCS building blocks, for tendering complete CCS system, or also for CCS replacements for functional upgrades or for life-cycle reasons.

If you are an organisation interested in developing CCS building blocks according to the OCORA standard, information provided in this document can be used as input for your development.

## 1.2 Applicability of the document

The document is currently considered informative but may become a standard at a later stage for OCORA compliant on-board CCS solutions. Subsequent releases of this document will be developed based on a modular and iterative approach, evolving within the progress of the OCORA collaboration.

## 1.3 Context of the document

This document is published as part of the OCORA Delta release, together with the documents listed in the release notes [\[OCORA-BWS01-010\]](#). Before reading this document, it is recommended to read the Release Notes [\[OCORA-BWS01-010\]](#). If you are interested in the context and the motivation that drives OCORA we recommend to read the Introduction to OCORA [\[OCORA-BWS03-010\]](#), and the Problem Statements [\[OCORA-BWS04-010\]](#). The reader should also be aware of the Question and Answers [\[OCORA-BWS01-030\]](#).

## 2 Terms and Definitions

Title	Description
Architecture	<p>The fundamental concepts or properties of a system in its environment embodied in its elements, relationships, and in the principles of its design and evolution. (ISO 42010)</p> <p><i>Describes the structure of a coherent ensemble of building blocks and the glue (e.g. interfaces, bus system) between these building blocks that maintains structure consistency and coherence.</i></p>
Basic Software	<p>Provides a replica-deterministic environment to the ETCS Kernel - typically using a super-loop architecture.</p> <p><i>The Basic Software is usually vendor specific and handles all input/output with peripheral functions.</i></p>
Building Block	<p>A building block is a top-level unit of the CCS on-board system (hardware and/or software), having well defined tasks to be performed to achieve a predefined result and interfaces towards other building blocks of the CCS system.</p> <p><i>Building blocks consist of 1 – n component(s) and are regression free modifiable / adaptable and therefore portable / replaceable. As a result, every building block can be designed to be “plug &amp; play”-like exchangeable, without impacting other building blocks.</i></p> <p><i>OCORA building blocks shall be an optimal balance between "number of interfaces between building blocks" and "desire to exchange building blocks at a low granularity".</i></p>
CCS Computing Unit	<p>A computing unit hosting all or parts of the CCS on-board and eventually other software.</p> <p><i>The unit consists of 1 to n processors and has a single connection to the UVCCB.</i></p>
CCS On-board Integrator	<p>Entity in charge of the safe integration of all necessary OCORA certified building blocks to build a OCORA compliant CCS On-board System.</p>
Component	<p>Specifically, for OCORA, a component is the 1st level of decomposition of the CCS on-board system.</p> <p><i>Components are grouped into building blocks for defining the granularity of the “plug &amp; play”-like exchangeability. Components consist of 1 – n</i></p>

*sub components.*

Contracting Entity	The contracting entity is a public or private entity which orders the design and/or construction or the renewal or upgrading of a subsystem (i.e. Directive 2016/798 and Directive 2016/797)
Device	A physical entity performing a predefined (set of) task(s). It consists of software integrated on a hardware.
Diesel Multiple Unit	<p>Diesel Multiple Unit: combustion engine powered, self-propelled integrated combination of two or more rail cars for the transportation of passengers.</p> <p><i>Also known as 'train set'. Once broken, the combination can no longer perform its function. Propulsion can be direct (diesel hydraulic) or indirect (diesel electric) and distributed over the combination or concentrated in e.g. power heads or locomotives.</i></p>
Electrical Multiple Unit	<p>Electrical Multiple Unit: external power driven, electrically propelled integrated combination of two or more rail cars for the transportation of passengers.</p> <p><i>Also known as 'train set'. Once broken, the combination can no longer perform its function. Propulsion can be distributed over the combination or concentrated in e.g. power heads or locomotives.</i></p>
Entity in Charge of Maintenance	An Entity in Charge of Maintenance of a vehicle, and registered as such in a vehicle register referred to in Article 47 of Directive (EU) 2016/797.
European standard	A standard adopted and formally ratified by a European standardisation organisation (CEN, CENELEC or ETSI).
European Vital Computer	<p>Device for performing the designated ETCS function of safe train operation.</p> <p><i>It includes the logic needed to perform the ETCS tasks, i.e. data exchange management between internal and peripheral functions like odometry or DMI.</i></p>
Evolvability	Evolvability (Flexibility) is the ability to easily adopt to new technologies or to extend the functionality of an on-board CCS system without the involvement of the original supplier.

*Evolvability is an architecture design principle, to be realised in the engineering concept of concrete products.*

Example	<p>Any physical, graphical or textual representation of a concept, object or abstraction used for explaining or clarifying that concept, object or abstraction.</p> <p><i>Examples shall not in any way be limitative or perceived as limitative and are not in any way to be understood as prescriptive or as a requirement.</i></p>
Exchangeability	<p>Exchangeability (Interchangeability) is the ability to replace one or multiple building blocks with (a) respective building block(s) of (an)other supplier(s), without affecting other building blocks or the overall CCS on-board system.</p> <p><i>Exchangeability is an architecture design principle that has to be achieved on the engineering concept of concrete products (hard- or software).</i></p> <p><i>Replaceability is the realisation of this design principle in concrete products.</i></p>
Formal Model	<p>A Formal Model is the description of a Functional Model using formal grammar and the symbolism of a logical language.</p> <p><i>A precise mathematical set of rules by which a valid Functional Model description is constructed that eventually can be (directly) transformed into computer code.</i></p>
Function	<p>A (coherent set of) task(s) to be performed in order to achieve a defined result.</p> <p><i>Functions express actions that are executed. They are usually embedded in structural elements of a system.</i></p>
Functional Application	<p>Functional Application refers to the software that implements the actual (Business) Logic of a railway Function.</p> <p><i>Examples would be the Vehicle Locator or the Vehicle Supervisor.</i></p> <p><i>Functional Applications shall be platform independent and make use of a "generalized abstraction" (API) to the Computing Platform.</i></p>
Functional decomposition	<p>The partition of a system into single structural elements that each represent one or more coherent functions to be performed that together fulfil the design objective of the system.</p> <p><i>Describes how (clusters of) Functions are embedded into the structural</i></p>



*elements of a system.*

Functional Model	<p>Abstraction of a system, describing interaction between individual functions of a system.</p> <p><i>OCORA targets using a formal language for functional modelling.</i></p> <p><i>Describes the actions performed by a coherent ensemble of building blocks and the glue between these building blocks (e.g. interfaces, bus system) that together constitute a System.</i></p>
Functional Vehicle Adapter	<p>The Functional Vehicle Adapter (FVA) is a piece of software deployed on the OCORA computing platform, or on the OCORA Gateway. Its job is to provide an OCORA unified and standardized interface towards the CCS applications and services for vehicle functions and vehicle information needed by the OCORA on-board applications and services.</p>
Future Railway Mobile Communication System	<p>Railway specific radio communication system based on global 5G telecommunication standards and technologies.</p>
Harmonised standard	<p>A harmonized standard is a European standard elaborated on the basis of a request from the European Commission to a recognized European Standards Organisation (CEN, CENELEC or ETSI) to develop a European standard that provides solutions for compliance with a legal provision. (Source: CENELC)</p> <p><i>Its application can be mandatory (referenced standard) or voluntary (standard listed in the Official Journal of the EU in the New Legislative Framework).</i></p>
Infrastructure Manager/Management	<p>A (Railway) Infrastructure Manager (IM) is any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure, or a part thereof, as defined in Article 3 of Directive 91/440/EEC, which may also include the management of infrastructure control and safety systems. The functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or undertakings.</p>
International standard	<p>A standard adopted and ratified by an international standardisation body. Examples are: ISO, IEC and ITU.</p>
Interoperability	<p>Interoperability is the ability of a train service to run seamlessly, i.e.</p>

without the need to change either rolling stock or train staff, on any ERTMS equipped rail network.

*Interoperability is an architecture design principle, to be realised in the engineering concept of concrete products.*

Kernel	The prime task to be performed by the EVC (Vehicle Supervisor), including data exchange management with peripheral Systems like DMI and odometry.
Logic	Systematic set of principles for retrieving, dispatching, storing, modelling, analysing and predicting information so as to perform a specified task. <i>Pertains specifically to the management of data by a System, both internal as in exchange with peripheral Systems.</i>
Manufacturer	Any natural or legal person who manufactures a OCORA certified building block or has it designed or manufactured, and markets it under his name or trademark.
Migrateability	The property of a system to allow changes to one or multiple building blocks, without affecting other building blocks or the overall system. <i>Migrateability is an architecture design principle, to be realised in the engineering concept of concrete products. It is a prerequisite for upgradeability.</i>
Mobile Communication Gateway	The Mobile Communication Gateway (MCG) provides train to track-side communication for the on-board CCS and depending on the vehicle, it may also provide track-side connectivity for the systems of the Train Control bus (VCS and PIS).
Model	A consistent digital representation of an Architecture, allowing to generate different views for documenting and explaining different aspects of the Architecture.
Modular Safety	Is the concept to reduce the overall safety case workload by using modularity, not only for the technical design of components, but also to use modularity to foster independent, re-usable, composable safety cases. <i>Overall, it means to reduce the workload of the impact analysis for changes and end2end corrections to a possible minimum.</i>

Modularity	<p>The property of a system being composed of a coherent whole of single, independent building blocks or modules.</p> <p><i>Modularity is a prerequisite for having “plug &amp; play”-like exchangeability of an on-board CCS system or its subsystems without the need to involve either the original supplier of the vehicle, of the CCS system or one of its subsystems.</i></p>
Non-Railway Component	<p>A part of or a single building block that originates from a non-railway domain.</p>
Non-Safe	<p>Adjective indicating that a system or function in itself is not designed to protect against bodily harm or material damage when it fails.</p> <p><i>In general, the qualification of a system or function as ‘non safe’ indicates that the safety function, protecting both the involved animate or inanimate entities, is allocated to other safety systems or functions.</i></p>
Non-Vital	<p>See Non-Safe</p>
OCORA- Gateway	<p>A hardware device providing communication capabilities between the UVCCB (CCS-ECN) and the legacy train control network or bus or the legacy actors and sensors residing outside the CCS domain but important to CCS.</p>
Platform	<p>Refers to the environment on which Functional Applications are executed.</p> <p><i>Comprised of</i></p> <ul style="list-style-type: none"> <li>• <i>Hardware (i.e. Compute Nodes, Memory, etc.) and</i></li> <li>• <i>Software (i.e. the Runtime Environment)</i></li> </ul>
Platform Independence	<p>The property of allowing a functional application to work on different Computing Platform implementations.</p> <p><i>Platform Independence is the fact of using a “generalized abstraction” between Functional Application logic and the underlying (Computing) Platform.</i></p> <p><i>To concretely attain Platform Independence, the following elements are needed:</i></p>

- A definition of a “generalized abstraction” (in the form of an API specification)
- At least one provider implementation of the “generalized abstraction” in form of a concrete (Computing) Platform
- One or more Functional Applications applying the specification and being able to run on the (Computing) Platform.

*Platform Independence is achieved when a Functional Application, based on the generalized abstraction, runs un-changed on different (Computing) Platform implementations. For this, the Functional Application shall only use external functions through a defined application programming interface (API). Platform independence is a design principle, used in the development of the engineering (concept) of concrete products.*

#### Portability

The property that allows migrating a software from one concrete Computing Platform implementation to another concrete Computing Platform implementation.

*See also Platform Independence.*

#### Presumption of conformity

Condition of per se demonstrating product, service or process compliance with relevant EU legislation in case of consistent application of EU harmonized standards by manufacturers, other economic operators or conformity assessment bodies.

*The presumption of conformity is a concept that is widely used in the context of the European “New Approach” for better regulation. The presumption of conformity means that a manufacturer who has complied with a harmonised standard listed in the OJEU can legally assume he has met the requirements of the directive (or TSI) covered by that standard, as described in its Annex Z.*

*ANNEX Z of standards and the Official Journal of the European Union*  
*The listing of a European standard in the OJEU requires a positive assessment of the Harmonized Standard Consultant and a corresponding positive statement of the EC desk officer. Furthermore, it is required that the listed standard contains an Annex Z detailing to which requirements of the directive (or TSI) it provides presumption of conformity.*

#### Radio Block Centre

The RBC is a centralised, radio communication enabled safety system to manage safe train movement based on train position information.

*The Radio Block Centre (RBC) is a specialised computing device with*

*Safety integrity level 4 (SIL) for generating Movement Authorities (MA) and transmitting it to trains. It gets information from Signalling control and from the trains in its section. It hosts the specific geographic data of the railway section and receives cryptographic keys from trains passing in. According to conditions the RBC will attend the trains with MA until leaving the section. RBC have defined interfaces to trains but have no regulated interfaces to Signalling Control and only follow national regulation.*

Railway Undertaking	A Railway Undertaking as defined in Directive 2001/14/EC, and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking must ensure traction; this also includes undertakings which provide traction only.
Referenced Standard	A standard or a part of a standard referenced in a Technical Specification for Interoperability (TSI). <i>Furthermore, article 4.8 of Directive (EU) 2016/797 sets out that other normative documents, such as specifications or technical documents can also be referenced in a Technical Specification for Interoperability (TSI). When referenced, their nature changes from voluntary to mandatory.</i>
Replaceability	The property of a component or a device to be removed and installed without support of the OEM. <i>Replaceability is the technical implementation of exchangeability, enabling components and devices to be removed and installed without support of the OEM.</i> <i>Replaceability is a design principle, used in the development of the engineering (concept) of concrete products. See also: Exchangeability</i>
Runtime Environment	The Runtime Environment represents the execution context of Functional Applications. It consists of all software aspects required to provide that execution context including safety and security services, communication stack and if applicable Operating System and Virtualization. It provides a Platform Independent API - a general abstraction that allows Functional Applications to run unchanged on different Computing Platform implementations.

Safe / Safety	<p>Safety is defined as a property of railway functions or systems that safeguards humans, physical assets and environment against (fatal) injury or damage in conformity with predefined acceptable risk thresholds.</p> <p><i>Safe systems ensure that the defined risk levels are not exceeded and that the function or system enters its fail-safe state in case of failure.</i></p> <p><i>Since risks can never be completely mitigated, acceptable risk levels have to be established. Determining such levels is subject to ethical considerations and is, therefore, not within OCORA scope.</i></p>
Security	<p>(Cyber) Security is the protection of (especially safety related) communication and data used in on-board CCS systems against threats (like cyber-attacks and hacks). To achieve this, all main security functionality like identify, protect, detect, respond and recover are considered.</p> <p><i>(Cyber) security is a design principle, used in the development of the engineering (concept) of concrete products.</i></p>
Service	<p>Services are specialized Functional Applications providing common functionality used by multiple other Functional Applications or an “input-output” conversion from and to other Functional Applications in coherence with the data model. An example of a Service is the "Vehicle Locator" (VL) which is used by the "Vehicle Supervisor" (VS) and the "ATO vehicle" (AV).</p>
Specific Vehicle Interface	<p>Data exchange function between the on-board CCS system and the vehicle that defines data and data formats that are not otherwise defined in either formal TSI specifications or published UNISIG or OCORA proposals for TSI specifications.</p>
Standard	<p>A technical specification, adopted by a recognised standardisation body, for repeated or continuous application, with which compliance is not compulsory, except when referenced in a Technical Specification for Interoperability, or any other regulatory text (e.g. national rule, law, ...)</p>
System	<p>A coherent group of interacting or interrelated entities that form a unified whole, described by its structure and purpose and expressed in its functioning.</p> <p><i>A System is described by its spatial and temporal boundaries as surrounded and influenced by its environment.</i></p>

*Refer to OCORA-40-001-Gamma, System Architecture for a definition of the OCORA system under consideration.*

Train Control and Management System	<p>The Train Control and Management System (TCMS) is an on-board distributed control, communication and train management system that provides data communications interfaces to other train-borne systems and is designed to control and monitor train equipment. The TCMS also includes wired control logic.</p> <p><i>At interface level it refers to all aspects of the integration into the “Train”: conceptually it groups together the two types of interfaces “serial interface” and “hard-wired interface” indicated in SUBSET -119.</i></p>
Train Interface Unit	<p>The Train Interface Unit (TIU) defines the interface between the ERTMS / ETCS on-board equipment and the train.</p> <p><i>To avoid confusion, the term TIU is no longer used in context of OCORA as it would also be used in another context than only ERTMS / ETCS. The newly introduced Functional Vehicle Adapter (FVA) incorporates the full TIU functionality and ensures standardized communication with the TCMS on OSI layer 7. It is accessible to all OCORA applications like VS, ATO and any possible future extension.</i></p>
Train Set	See Diesel Multiple Unit, Electrical Multiple Unit
Vehicle Integrator	The entity in charge of the safe integration of an OCORA based CCS On-board System (as a black box) into a physical train unit (rolling stock).
Vehicle Supervisor	<p>The (Business) Logic enabling calculating location specific speed limits and activation of the braking system in case of speed limit overshoot.</p> <p><i>Describes the prime task to be performed by the EVC (ETCS Kernel functions), including data exchange management with peripheral Systems like DMI and odometry.</i></p>
Vital	See Safe

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### 3 Stakeholders

Title	Description
CCS On-board Integrator	Entity in charge of the safe integration of all necessary OCORA certified building blocks to build a OCORA compliant CCS On-board System.
Contracting Entity	The contracting entity is a public or private entity which orders the design and/or construction or the renewal or upgrading of a subsystem (i.e. Directive 2016/798 and Directive 2016/797)
Infrastructure Manager/Management	A (Railway) Infrastructure Manager (IM) is any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure, or a part thereof, as defined in Article 3 of Directive 91/440/EEC, which may also include the management of infrastructure control and safety systems. The functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or undertakings.
Manufacturer	Any natural or legal person who manufactures a OCORA certified building block or has it designed or manufactured, and markets it under his name or trademark.
Railway Undertaking	A Railway Undertaking as defined in Directive 2001/14/EC, and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking must ensure traction; this also includes undertakings which provide traction only.
Vehicle Integrator	The entity in charge of the safe integration of an OCORA based CCS On-board System (as a black box) into a physical train unit (rolling stock).

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## 4 Table of Abbreviations and Acronyms

Abbreviation	Title
API	Application Programming Interface
APS	Advanced Protection System
APS-MOT	APS Mobile Object Transactor
APS-MT	APS Movement Authority Transactor
AT	ATO Transactor
ATC	Automatic Train Control
ATO	Automatic Train Operation
ATO-AT	ATO Transactor
ATO-AV	ATO Vehicle
ATP	Automatic Train Protection
AV	ATO Vehicle
AsBo	Assessment Body
BIU	Break Interface Unit
BTM	Balise Transmission Module
CAN	Controller Area Network
CCN	CCS Communication Network
CCS	Control-Command and Signalling
CCTV	Closed-Circuit Television
CCU	CCS Computing Unit
CER	Community of European Railway and Infrastructure Companies
CI-*	Communication Interface

CMD	Cold Movement Detection
COS	Customer Oriented Services
COTS	Commercial off-the-shelf
CPU	Central Processing Unit
CRC	Cyclic Redundancy Check
CS	Consist Switch
CiA	CAN in Automation
CoC	Code of Conduct
DAS	Driver Advisory System
DCM	Device & Configuration Management
DDS	Data Distribution Service / real-time publish-subscribe
DM	Digital Map
DMI	Driver Machine Interface
DMU	Diesel Multiple Unit
DeBo	Designed Body
EB	Emergency Braking
EBA	Euro Balise Antenna
ECM	Entity in Charge of Maintenance
ECN	Ethernet Consist Network
ED	End Device
EDOR	ETCS Data Only Radio
EMU	Electrical Multiple Unit
ERA	European Union Agency for Railways

ERORAT	EULYNX RCA OCORA Risk Assessment Tool
ERTMS	European Rail Traffic Management System
ETB	Ethernet Train Backbone
ETBN	Ethernet Train Backbone Node
ETCS	European Train Control System
EUDD	European Driver's Desk
EUG	ERTMS User Group
EVC	European Vital Computer
FAT	Factory Acceptance Test
FFFIS	Form Fit Function Interface Specification
FIS	Functional Interface Specification
FM	Formal Model
FME(C)A	Failure Mode Effect
FRMCS	Future Railway Mobile Communication System
FVA	Functional Vehicle Adapter
GASC	Generic Application Safety Case
GNSS	Global Navigation Satellite System
GPSC	Generic Product Safety Case
GSM-R	Global System for Machine Communications - Railway
GoA	Grade of Automation
HI-*	Human Interface
HMI	Human Machine Interface
HTTP	Hypertext Transfer Protocol

HW	Hardware
I/O	Input/Output
IAM	Identity & Access Management
ID	Identification
IEEE	Institute of Electrical and Electronics Engineers
IF	Interface
IM	Infrastructure Manager/Management
IPv4	Internet Protocol version 4
ISA	Independent Safety Assessor
ISMS	Information Security Management System
IU	Interface Unit
IVV	Integration, Verification and Validation
IXL	Interlocking
JRU	Juridical Recording Unit
LAN	Local Area Network
LTM	Loop Transmission Module
MAC	Message Authentication Code
MBSD	Model Based Software Development
MBSE	Model Based Systems Engineering
MCG	Mobile Communication Gateway
MCG	Mobile Communication Gateway
MD	Message Data

ML	Maturity Level
MOT	Mobile Object Transactor
MQTT	Message Queuing Telemetry Transport
MT	Movement Authority Transactor
MTC	Manoeuvre Train Control
MVB	Multifunction Vehicle Bus
MoU	Memorandum of Understanding
NG-TCN	Next/New Generation TCN
NNTR	Notified National Technical Rules
NTC	National Train Control
NoBo	Notified Body
OBU	On-board Unit
ODO	Odometry
OEM	Original Equipment Manufacturer
OOS	Operator Oriented Services
OPC-UA	Open Platform Communication Unified Architecture
OS	Operating System
OTIS	Onboard Train Integrity System
PD	Process Data
PIN	Passenger Information Network
PS	Perception
PTU	Physical Train Unit
QA	Quality Assurance

QoS	Quality of Service
RACI	Responsibility, Accountability, Consulted, Informed
RAMS(S)	Reliability, Availability, Maintainability, Safety,
RBC	Radio Block Centre
RCA	Reference CCS Architecture
RDH	Railway Duty Holder
RFID	Radio-frequency identification
RIM	Radio Interface Module
RIU	Radio In-fill Unit
ROS	Robotics Operating System
RTM	Real-Time Model
RU	Railway Undertaking
S2R	Shift2Rail
SASC	Specific Application Safety Case
SB	Service Brakes
SC	Safety Case
SCI-*	Standard Communication Interface
SDT	Safe Data Transmission
SDTv2	Safe Data Transmission version 2
SDTv4	Safe Data Transmission version 4
SFERA	Smart Communication for Efficient Rail Activities
SFM	Semi-Formal Model
SHI-*	Standard Human Interface

SIEM	Security Information and Event Management
SIL	Safety Integrity Level
SMI	Source Message Identifier
SOC	Security Operation Center
SOME/IP	Scalable Service-Oriented Middleware over IP
SRAC	Safety Related Application Condition
SRP	Stream Reservation Protocol
SRS	System Requirements Specification
SSRS	Sub-System Requirement Specification
STM	Specific Transmission Module
SW	Software
SuC	System under Consideration
TCMS	Train Control and Management System
TCN	Train Communication Network
TCO	Traction Cut-Off
TCP	Transmission Control Protocol
TFFR	Tolerable Functional Failure Rate
THR	Tolerable Hazard Rate
TI	Track Intrusion
TIMS	Train Integrity Monitoring System
TIU	Train Interface Unit
TLS	Transport Layer Service
TMS	Traffic Management System

TOBA	Telecom On-Board Architecture
TRB	Train Born
TRDP	Train Real-time Data Protocol
TSI	Technical Specification for Interoperability
TSN	Time Sensitive Networking
TSN-PD	Time Sensitive Networking Process Data
UDP	User Datagram Protocol
UI	User Interface
UIC	Union Internationale de Chemins de Fer
UVCCB	Universal Vital Control & Command Bus
V&V	Verification & Validation
VCU	Vehicle Control Unit
VL	Vehicle Locator
VLAN	Virtual Local Area Network
VLS	Vehicle Localisation
VS	Vehicle Supervisor
WTB	Wired Train Bus

175 items found 