

## Appendix 1.10.

### Interpretation of key terms used in the Terms of Business

- a) *freight terminal*: a facility equipped for the transshipment and temporary storage of goods between at least two modes of transport or two different rail systems, such as a port, inland port, airport and rail/road terminal;
- b) *terminal*: a facility located along a freight corridor, specifically designed to enable the unloading and/or loading of goods transported by freight trains and to integrate rail freight services with road, inland waterway and air services; for the formation or re-configuration of freight trains and, where appropriate, for the settling of border formalities at the border with European third countries;
- c) *service facility*: a facility, including the site, buildings and equipment, which is designed, in whole or in part, to provide the services listed in points 2 to 4 of Appendix 2;
- d) *reasonable profit*: for operators of service facilities, the rate of return on equity that takes into account the risk or absence of risk, including revenue risk, assumed by the operator of the service facility and is consistent with the average level of profit in the sector concerned over the last three years;
- e) *viable alternative*: in cases when the service facility is not available, access to another service facility which is economically acceptable to the railway undertaking and allows the undertaking to operate the freight or passenger transport service affected;
- f) *capacity requester*: the entity entitled to reserve capacity and the authorised user;
- g) *entity entitled to reserve capacity*: a natural person or legal entity registered in an EEA Member State providing a public service or having a commercial interest in obtaining railway infrastructure capacity, but not entitled to access, or a shipper, freight forwarder or combined transport operator that enters a framework agreement with the railway infrastructure manager for the reservation of railway infrastructure capacity.