OntoDiff: lex\_sp-defs-251007 vs lex\_sp-defs-250627

==== === === [ OntoRail Diff ] === === ====  
 • target: lex\_sp-defs-251007 (https://glossaries.ontorail.org/LEX\_SP-DEFS/lex\_sp-defs-251007#)  
 • versus: lex\_sp-defs-250627 (https://glossaries.ontorail.org/LEX\_SP-DEFS/lex\_sp-defs-250627#)  
 • entity types considered: ['lexinfo:AbbreviatedForm', 'ontolex:LexicalEntry', 'ontolex:Form', 'ontolex:LexicalSense', 'ontolex:LexicalConcept']  
 • performed: 2025-10-07 10:02:55 +0100  
 • duration: 11.7 sec  
 • OntoDiff version date: 2024-01-11 16:37:49  
 • Ignored predicates: xmi:ea\_localid, xmi:lowerValue\_\_id, xmi:upperValue\_\_id, xmi:source\_\_isNavigable, xmi:coords\_\_ordered, xmi:coords\_\_scale, xmi:containment\_\_position, xmi:virtualInheritance, xmi:target\_\_isNavigable, xmi:source\_\_idref, xmi:target\_\_idref, xmi:type\_\_idref, xmi:labels\_\_rb, xmi:type, xmi:visibility, xmi:isUnique, xmi:upperValue\_\_type, xmi:isDerived, xmi:isDerivedUnion, xmi:isOrdered, xmi:isReadOnly, xmi:isStatic  
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# Summary

## lexinfo:AbbreviatedForm entities

### 180 lexinfo:AbbreviatedForm in lex\_sp-defs-251007:

### 43 lexinfo:AbbreviatedForm NEW from lex\_sp-defs-250627:

3GPP, "ASAM MDF", AV, "BBC (InSW)", BKP, COTS, CVR-OB, E-2-E, EG, EI#7, FRA, GA-OB, GA-TS, GAD, GCU, GCU, GW, I1, JSON-LD, LX, MCX, MPE, "Operative FS Comp", PER, RCM-DX, RFID, RIMS, RINF, SBB, SCI-SCMD, SDI-DS, SDI-OC, "SDI-Traffic CS", SDI-WTMS, SIEM, SMI-OC, "SMI-Traffic CS", STAS, TAF, TAP, TCCS, TCMS, TOBA

### 4 lexinfo:AbbreviatedForm REMOVED from lex\_sp-defs-250627:

"BBC (BL)", DMZ, "Operative FS COMP", TS

### 12 lexinfo:AbbreviatedForm with a changed IRI from lex\_sp-defs-250627:

Label:"AEE" : IRI changed from lex\_sp-defs-250627:APPLICATION--EXECUTION--ENVIRONMENT--AEE\_abbrev to lex\_sp-defs-251007:APPLICATION--EXECUTION--ENVIRONMENT\_acronym, Label:"BBC" : IRI changed from lex\_sp-defs-250627:BBC\_abbrev to lex\_sp-defs-251007:BUILDING--BLOCK--CONFIGURATION\_acronym, Label:"CE" : IRI changed from lex\_sp-defs-250627:COMPUTING--ELEMENT--CE\_abbrev to lex\_sp-defs-251007:COMPUTING--ELEMENT\_acronym, Label:"CEE" : IRI changed from lex\_sp-defs-250627:COMPARTMENT--EXECUTION--ENVIRONMENT--CEE\_abbrev to lex\_sp-defs-251007:COMPARTMENT--EXECUTION--ENVIRONMENT\_acronym, Label:"COTS" : IRI changed from lex\_sp-defs-250627:COMMERCIAL-OFF-THE-SHELF\_abbrev to lex\_sp-defs-251007:COMMERCIAL--OFF-THE-SHELF\_abbrev, Label:"I1" : IRI changed from lex\_sp-defs-250627:EXTERNAL--DIAGNOSTIC--LOGGING--ORCHESTRATION--AND--IT--SECURITY--INTERFACE--S\_abbrev to lex\_sp-defs-251007:EXTERNAL--DIAGNOSTIC--CONFIGURATION--AND--IT--SECURITY--INTERFACE--S\_abbrev, Label:"IAM" : IRI changed from lex\_sp-defs-250627:IDENTITY--AND--ACCESS--MANAGEMENT\_abbrev to lex\_sp-defs-251007:IDENTITY--ACCESS--MANAGEMENT\_acronym, Label:"OB" : IRI changed from lex\_sp-defs-250627:ONBOARD\_abbrev to lex\_sp-defs-251007:ON-BOARD\_abbrev, Label:"SCA" : IRI changed from lex\_sp-defs-250627:SCA\_abbrev to lex\_sp-defs-251007:SAFE--CONFIGURATION--AUTHORITY\_acronym, Label:"SDI" : IRI changed from lex\_sp-defs-250627:SDI\_abbrev to lex\_sp-defs-251007:STANDARD--DIAGNOSTIC--INTERFACE\_acronym, Label:"SMI" : IRI changed from lex\_sp-defs-250627:SMI\_abbrev to lex\_sp-defs-251007:STANDARD--MAINTENANCE--INTERFACE\_acronym, Label:"SSI" : IRI changed from lex\_sp-defs-250627:SSI\_abbrev to lex\_sp-defs-251007:STANDARD--SECURITY--INTERFACE\_acronym

### 6 lexinfo:AbbreviatedForm MODIFIED from lex\_sp-defs-250627:

CCS, IXL, "Initial FS Comp", OB, PWITR, TCMS

## ontolex:LexicalEntry entities

### 1518 ontolex:LexicalEntry in lex\_sp-defs-251007:

### 316 ontolex:LexicalEntry NEW from lex\_sp-defs-250627:

3GPP, "A location marker is a marker border on the trackside to indicate a potential En...", "A mission is a train movement for a certain purpose without changing the train c...", "A perception that has a direct influence on the staff member. The perception can...", "A segments is an area of the infrastructure, on which missions are performed. Ro...", ADM, APE, API, APM, "ASAM MDF", ATIP, "ATO Available", "ATO Engaged", AV, Allocation, "Allocation Body", "Allocation process", "An ETCS stop marker is a trackside marker board that signals:", Applicant, "Application Programming Interface", "Association for Standardisation of Automation and Measuring Systems - Measurement Data Format", "Automated Track Inspection Program", "Automatic Driving Module", "Automatic Plan Execution", "Automatic Processing Module", BBC, "BBC (InSW)", "BBC (InSW)", BKP, "Backup and restore", "Black channel", "Block / Unblock", CA, CBV, CE, CEE, COTS, CS, "CVR (TRD Display)", CVR-OB, "Cabin Voice Radio On-Board", "Certificate Authority", "Certification body", "Commercial Off-the-Shelf", "Communication Session", "Compartment Execution Environment", "Competent Authority", "Competent Local Authority", "Computing Element", Configuration, Coordination, "Core Business Vocabulary", DMI, "Danger Point", "Definition Earliest Time Constraint Pass Event :", "Definition Earliest Time Constraint Stop Event:", "Definition Earliest Time Constraint for Pass Event - MP Limit Marker:", "Definition Earliest Time Constraint for Stop Event - MP Limit Marker:", "Definition of Blocking Element:", "Definition of Earliest Time Constraint:", "Definition of MP Limit Marker Constraint:", "Definition of MP Limit Marker:", "Definition of MP Request Constraint:", "Definition of Max Length Constraint - MP Limit Marker:", "Definition of Overlap Constraint Restriction Area - MP Limit Marker:", "Definition of Overlap Constraint Train Object - MP Limit Marker:", "Definition of Overlap Constraint Unresolved Trackbound Object - MP Limit Marker:", "Definition of Pass Position Constraint - MP Limit Marker:", "Definition of Pass Position Constraint for STA Request:", "Definition of Reserved STA Path:", "Definiton of Driveability Constraint - MP Limit Marker:", "Degraded Mode", Demand, "Display Controller", "Driver Machine Interface", E-2-E, ECM, EET, EG, "EGNOS Wide Area Network", EI, EI#7, EMPA, EPCIS, ERDS, ESS, "ETCS (CCD display)", EVN, EWAN, "Electronic Product Code Information Services", End-to-End, "Engineering Environment Team", "Enterprise Security Services", "Error correction", "European Instruction", "European Instruction 7", "European Railway Data Space", "European Vehicle Number", "Exchanged Data", "Exclusive MP Area (EMPA)", "Existing Railway System", "External Diagnostic, Configuration and IT Security Interface(s)", FBS, "FDFT: Full Digital Freight Train", FRA, "FSA : FDFTO System Authority", "FSO : FDFTO system organization", "Federal Railroad Administration (USA)", Fleet, "Functional Breakdown Structure", GA-OB, GA-TS, GAD, GCU, GCU, GNSS, "GNSS Augmentation Dissemination system", "GNSS Augmentation On-Board", "GNSS Augmentation TrackSide", GSL, GW, Gateway, "General Contract of Use", "Geometric Safety Logic", "Global Navigation Satellite System", "Global Positioning System", GoA, "Grade of Automation", HBD, HDDI, HERD, "Harmonised Diagnostic Data Interface", "Harmonised European Railway Diagnostics", "Holder of the vehicle type authorization", "Hot Box Detector", I1, IAM, IP, "Identity Access Management", "In the Staff responsible mode (SR) the mission is performed on sight and with ou...", "Infrastructure Capacity", "Innovation Pillar", "Innovative solutions", "Internet of Things", IoT, JP, "JSON Web Token", JSON-LD, JWT, "JavaScript Object Notation  for Linked Data", "Journey Profile", Keeper, LX, "Level Crossing", "Local operation", "Location Marker", MCC, MCX, MDS, MPE, Maintainer, "Maximum Permissible Measurement Error", "Mission Control Centre", "Mission Critical Services", "Monitoring data", "Movable element detection / detected", "Movable elements are:", "Movable trackside element", "Movement Permission Extent", "Multi Display System", "Multi Display System Unit", NAC, NLES, NTC, "National Safety Authority definition 2", "National Safety Authority definition 1", "National Train Control", "Navigation Land Earth Station", Network, "Network Access Control", "Network Statement", OCORA, "Open CCS On-board Reference Architecture", "Operation and Traffic Management", "Operational State", "Operative FS Comp", "Operative FS Compartment", Override, PER, PR, Perception, "Position Report", Quality, RA, RAT, RC, RCM-DX, RFID, RIMS, RINF, RMR, "RNE Glossary", "Radio Access Technology", "Radio Connection", "Radio Frequency Identification", "Rail Condition Monitoring – Data Exchange", "Railway Infrastructure", "Railway Mobile Radio", "Ranging and Integrity Monitoring Stations", "Rearview system", "Registers of Infrastructure", "Registration Authority", "Regulatory authorities", "Remote Train Operation", Renewal, Request, Requirement, "Restriction of use", "Risk Buffer", "Risk Path", "Route in railway operations and CCS", SBB, SCA, SCI-SCMD, SDI, SDI-DS, SDI-OC, "SDI-Traffic CS", SDI-WTMS, SESAR, SFD, SIEM, SIS, SMB, SMI, SMI-OC, "SMI-Traffic CS", SOC, "STA Section", STAS, STS, "Safe Configuration Authority", "Safety principles are binding guidelines and conditions to respect for safe trai...", "Secure Time Synchronisation", "Security Information and Event Management", "Security Operation Centre", "Service Facility", "Service Function Diagnostics", Services, "Signal In Space", "Single European Sky ATM Research", "Standard Communication Interface - Safety-relevant Command", "Standard Diagnostic Interface", "Standard Diagnostic Interface – Wayside Train Monitoring Systems", "Standard Diagnostic Interface – Diagnostic System", "Standard Maintenance Interface", "Standardised interface for diagnostics of Object Controllers", "Standardised interface for diagnostics of Traffic CS systems", "Standardised interface for maintenance of Object Controllers", "Standardised interface for maintenance of Traffic CS systems", Standstill, "Stop Marker Board", "Stopping Location", "Substitution [in the framework of maintenance]", "Swiss Federal Railways", "System Computing Unit", Systems, TAF, TAP, TCCS, TCMS, "TCMS (TDD display)", TD, TOBA, TTLS, "Technical Document", "Telecom On-Board Architecture", "Telematic Applications for Freight", "Telematic Applications for Passenger", "The Start of Mission (SoM) is the ETCS-start. The driver prepares with the SoM t...", "The destination is a location, where", "The driver is an operational actor. He is in charge of (un)preparing and driving...", "The train characteristics include the mandatory information on the technical cha...", "Third Generation Partnership Project", Timetable, "Track elements are movable elements, track sections, level crossings.", "Traffic Control and Command System", "Traffic Management", "Traffic Monitoring", Train, "Train Control & Management System", "Train Driver", "Train Path", "Train Time Location Service", "Train crew", "Train dispatch", UAS, Upgrading, "User Authentication Service", VK, VNC, Vehicle, "Vehicle Keeper", "Virtual Network Computing", WILD, WLG, WPMS, WTMS, "Wayside Train Monitoring Systems", "Wheel Impact Load Detectors", "Wheel Profile Measuring Systems", "White Label Gateway", "White label data broker", "Working Timetable", "claim, claims", "feature/function proposed by the system which is not available AND which has no..."

### 120 ontolex:LexicalEntry REMOVED from lex\_sp-defs-250627:

"ADM - Automatic Driving Module", "APM - Automatic Processing Module", "ATO - Automatic Train Operation", "Analysis Model", "Appliation (along EN 50126)", "Application Execution Environment (AEE)", "Area of Use", "BBC (BL)", "BBC (BL)", "Black Box View", "BuildingBlockConfiguration "configuration.json" document", "CCS - Control-Command and Signalling", "CI = Central Instance", CMP, "CPU - Central Processing Unit", CRA, CRL, CRS, "CVR-OB - Cabin Voice Radio On-Board", "Certificate Management Protocol", "Certificate Revocation List", Commercial-off-the-shelf, Commonality, "Compartment Execution Environment (CEE)", Completeness, Component, "Computing Element (CE)", "Cyber Resilience Act", "Cybersecurity Requirement Specification", "DMI - Driver Machine Interface", DMZ, "DNS - Domain Name System", "Demilitarized Zone", "Denial of Service", "Design Model", "Development Task", Device, DoS, "ER Model (ERM)", "ERTMS comprises of the European Train Control System (ETCS), i.e. a cab-signalling system that incorporates automatic train protection, the Global System for Mobile communications for Railways (GSM-R) and operating rules.", "ETCS - European Train Control Sysem", "ETCS - European Train Control System", "EU - European Union", "EU Regulations", "Engaged Area", "External Diagnostic, Logging, Orchestration and IT Security Interface(s)", FQDN, "Fouling Point", "Fully Qualified Domain Name", Functionality, GDPR, "GW - Gateway", "General Data Protection Regulation", "GoA - Grade of Automation", "HFI Activities", "HMI - Human Machine Interface", "Human Factors", I/O, IACS, "IM Data System", "INTEROPERABILITY CONSTITUENTS", IT, "Identity and Access Management", "Industrial Automation Control System", "Information Technology", "Infrastructure Manager Operational Area of Control defines the region under the...", "Input / Output", "Integration Task", "Interface Data Model (IDM)", "JP - Journey Profile", LAN, "Local Area Network", "MDS - Multi Display System", MOE, MOP, MOTBF, "Maintenance Costs", "Measure of Effectiveness", "Measure of Performance", "Migrateability / Scalability", Module, NFF, NOTIF-IT, "NTC - National Train Control", "OB - On-board", "OCORA - Open CCS On-board Reference Architecture", OT, Onboard, "Operational Costs", "Operational Process", "Operational Scenario", "Operational Technology", "Operative FS COMP", "Operative FS COMP", "Operator Specific Add-On", "PER - Perception", "PKI - Public Key Infrastructure", "RBC - Radio Block Centre", "Railway Hazard", "Requirement statement", SBOM, SC, SNMP, "Simple Network Management Protocol", "Software Bill of Material", "Specification Task", "Stakeholder needs", "Standard Security Interfaces", "TCMS - Train Control & Management System", "TDS - Train Display System", TS, Trackside, "Traffic Manager Operational Area of Control defines the region under the respons...", VLAN, "Virtual Local Area Network", WI, WLAN, "White Box View", "White label data broker: serving as manager to control the white label gateway t...", "Wireless Local Area Network"

### 20 ontolex:LexicalEntry with a changed IRI from lex\_sp-defs-250627:

Label:"AEE" : IRI changed from lex\_sp-defs-250627:APPLICATION--EXECUTION--ENVIRONMENT--AEE\_abbrev to lex\_sp-defs-251007:APPLICATION--EXECUTION--ENVIRONMENT\_acronym, Label:"ATO" : IRI changed from lex\_sp-defs-250627:ATO\_label to lex\_sp-defs-251007:AUTOMATIC--TRAIN--OPERATION\_acronym, Label:"BBC" : IRI changed from lex\_sp-defs-250627:BBC\_label to lex\_sp-defs-251007:BUILDING--BLOCK--CONFIGURATION\_acronym, Label:"BBC" : IRI changed from lex\_sp-defs-250627:BBC\_abbrev to lex\_sp-defs-251007:BUILDING--BLOCK--CONFIGURATION\_acronym, Label:"CCS" : IRI changed from lex\_sp-defs-250627:CCS\_label to lex\_sp-defs-251007:CONTROL--COMMAND--AND--SIGNALLING\_abbrev, Label:"CE" : IRI changed from lex\_sp-defs-250627:COMPUTING--ELEMENT--CE\_abbrev to lex\_sp-defs-251007:COMPUTING--ELEMENT\_acronym, Label:"CEE" : IRI changed from lex\_sp-defs-250627:COMPARTMENT--EXECUTION--ENVIRONMENT--CEE\_abbrev to lex\_sp-defs-251007:COMPARTMENT--EXECUTION--ENVIRONMENT\_acronym, Label:"COTS" : IRI changed from lex\_sp-defs-250627:COMMERCIAL-OFF-THE-SHELF\_abbrev to lex\_sp-defs-251007:COMMERCIAL--OFF-THE-SHELF\_abbrev, Label:"I1" : IRI changed from lex\_sp-defs-250627:EXTERNAL--DIAGNOSTIC--LOGGING--ORCHESTRATION--AND--IT--SECURITY--INTERFACE--S\_abbrev to lex\_sp-defs-251007:EXTERNAL--DIAGNOSTIC--CONFIGURATION--AND--IT--SECURITY--INTERFACE--S\_abbrev, Label:"IAM" : IRI changed from lex\_sp-defs-250627:IDENTITY--AND--ACCESS--MANAGEMENT\_abbrev to lex\_sp-defs-251007:IDENTITY--ACCESS--MANAGEMENT\_acronym, Label:"OB" : IRI changed from lex\_sp-defs-250627:ONBOARD\_abbrev to lex\_sp-defs-251007:ON-BOARD\_abbrev, Label:"SCA" : IRI changed from lex\_sp-defs-250627:SCA\_label to lex\_sp-defs-251007:SAFE--CONFIGURATION--AUTHORITY\_acronym, Label:"SCA" : IRI changed from lex\_sp-defs-250627:SCA\_abbrev to lex\_sp-defs-251007:SAFE--CONFIGURATION--AUTHORITY\_acronym, Label:"SDI" : IRI changed from lex\_sp-defs-250627:SDI\_abbrev to lex\_sp-defs-251007:STANDARD--DIAGNOSTIC--INTERFACE\_acronym, Label:"SDI" : IRI changed from lex\_sp-defs-250627:SDI\_label to lex\_sp-defs-251007:STANDARD--DIAGNOSTIC--INTERFACE\_acronym, Label:"SMI" : IRI changed from lex\_sp-defs-250627:SMI\_label to lex\_sp-defs-251007:STANDARD--MAINTENANCE--INTERFACE\_acronym, Label:"SMI" : IRI changed from lex\_sp-defs-250627:SMI\_abbrev to lex\_sp-defs-251007:STANDARD--MAINTENANCE--INTERFACE\_acronym, Label:"SSI" : IRI changed from lex\_sp-defs-250627:STANDARD--SECURITY--INTERFACES\_acronym to lex\_sp-defs-251007:STANDARD--SECURITY--INTERFACE\_acronym, Label:"SSI" : IRI changed from lex\_sp-defs-250627:SSI\_label to lex\_sp-defs-251007:STANDARD--SECURITY--INTERFACE\_acronym, Label:"SSI" : IRI changed from lex\_sp-defs-250627:SSI\_abbrev to lex\_sp-defs-251007:STANDARD--SECURITY--INTERFACE\_acronym

### 30 ontolex:LexicalEntry MODIFIED from lex\_sp-defs-250627:

AEE, ATAM, ATO, Accident, BB, "Building Block", CCS, CR, "Change Request", DNS, Definition., EECT, EGNOS, IXL, Incident, "Initial FS Comp", OB, "Operational Capability", PWITR, SCS, SSI, "Serious Accident", Stakeholder., SuC, "System under consideration", TCMS, TDS, TMS, "Train preparation", "Work item"

## ontolex:Form entities

### 1553 ontolex:Form in lex\_sp-defs-251007:

### 328 ontolex:Form NEW from lex\_sp-defs-250627:

A--LOCATION--MARKER--IS--A--MARKER--BORDER--ON--THE--TRACKSIDE--TO--INDICATE--A--POTENTIAL--EN\_lexForm, A--MISSION--IS--A--TRAIN--MOVEMENT--FOR--A--CERTAIN--PURPOSE--WITHOUT--CHANGING--THE--TRAIN--C\_lexForm, A--PERCEPTION--THAT--HAS--A--DIRECT--INFLUENCE--ON--THE--STAFF--MEMBER---THE--PERCEPTION--CAN\_lexForm, A--SEGMENTS--IS--AN--AREA--OF--THE--INFRASTRUCTURE--ON--WHICH--MISSIONS--ARE--PERFORMED---RO\_lexForm, ALLOCATION--BODY\_lexForm, ALLOCATION--PROCESS\_lexForm, ALLOCATION\_lexForm, AN--ETCS--STOP--MARKER--IS--A--TRACKSIDE--MARKER--BOARD--THAT--SIGNALS\_lexForm, APPLICANT\_lexForm, APPLICATION--EXECUTION--ENVIRONMENT\_lexForm\_3, APPLICATION--PROGRAMMING--INTERFACE\_lexForm, APPLICATION--PROGRAMMING--INTERFACE\_lexForm\_2, ASSOCIATION--FOR--STANDARDISATION--OF--AUTOMATION--AND--MEASURING--SYSTEMS-----MEASUREMENT--DATA--FORMAT\_lexForm, ASSOCIATION--FOR--STANDARDISATION--OF--AUTOMATION--AND--MEASURING--SYSTEMS-----MEASUREMENT--DATA--FORMAT\_lexForm\_2, ATO--AVAILABLE\_lexForm, ATO--AVAILABLE\_lexForm\_2, ATO--ENGAGED\_lexForm, ATO--ENGAGED\_lexForm\_2, AUTOMATED--TRACK--INSPECTION--PROGRAM\_lexForm, AUTOMATED--TRACK--INSPECTION--PROGRAM\_lexForm\_2, AUTOMATIC--DRIVING--MODULE\_lexForm, AUTOMATIC--DRIVING--MODULE\_lexForm\_2, AUTOMATIC--PLAN--EXECUTION\_lexForm, AUTOMATIC--PLAN--EXECUTION\_lexForm\_2, AUTOMATIC--PROCESSING--MODULE\_lexForm, AUTOMATIC--PROCESSING--MODULE\_lexForm\_2, AUTOMATIC--TRAIN--OPERATION\_lexForm\_4, BACKUP--AND--RESTORE\_lexForm, BACKUP--AND--RESTORE\_lexForm\_2, BBC--INSW\_lexForm, BBC--INSW\_lexForm\_2, BLACK--CHANNEL\_lexForm, BLOCK--\_--UNBLOCK\_lexForm, BUILDING--BLOCK--CONFIGURATION\_lexForm\_2, BUILDING--BLOCK--CONFIGURATION\_lexForm\_3, CABIN--VOICE--RADIO--ON-BOARD\_lexForm, CABIN--VOICE--RADIO--ON-BOARD\_lexForm\_2, CERTIFICATE--AUTHORITY\_lexForm, CERTIFICATE--AUTHORITY\_lexForm\_2, CERTIFICATION--BODY\_lexForm, CHANGE--REQUEST\_lexForm\_3, CLAIM--CLAIMS\_lexForm, COMMERCIAL--OFF-THE-SHELF\_lexForm, COMMERCIAL--OFF-THE-SHELF\_lexForm\_2, COMMUNICATION--SESSION\_lexForm, COMMUNICATION--SESSION\_lexForm\_2, COMPARTMENT--EXECUTION--ENVIRONMENT\_lexForm, COMPARTMENT--EXECUTION--ENVIRONMENT\_lexForm\_2, COMPETENT--AUTHORITY\_lexForm, COMPETENT--LOCAL--AUTHORITY\_lexForm, COMPUTING--ELEMENT\_lexForm, COMPUTING--ELEMENT\_lexForm\_2, CONFIGURATION\_lexForm, CONTROL-COMMAND--AND--SIGNALLING\_lexForm\_4, COORDINATION\_lexForm, CORE--BUSINESS--VOCABULARY\_lexForm, CORE--BUSINESS--VOCABULARY\_lexForm\_2, CVR--TRD--DISPLAY\_lexForm, DANGER--POINT\_lexForm, DEFINITION--EARLIEST--TIME--CONSTRAINT--FOR--PASS--EVENT-----MP--LIMIT--MARKER\_lexForm, DEFINITION--EARLIEST--TIME--CONSTRAINT--FOR--STOP--EVENT-----MP--LIMIT--MARKER\_lexForm, DEFINITION--EARLIEST--TIME--CONSTRAINT--PASS--EVENT\_lexForm, DEFINITION--EARLIEST--TIME--CONSTRAINT--STOP--EVENT\_lexForm, DEFINITION--OF--BLOCKING--ELEMENT\_lexForm, DEFINITION--OF--EARLIEST--TIME--CONSTRAINT\_lexForm, DEFINITION--OF--MAX--LENGTH--CONSTRAINT-----MP--LIMIT--MARKER\_lexForm, DEFINITION--OF--MP--LIMIT--MARKER--CONSTRAINT\_lexForm, DEFINITION--OF--MP--LIMIT--MARKER\_lexForm, DEFINITION--OF--MP--REQUEST--CONSTRAINT\_lexForm, DEFINITION--OF--OVERLAP--CONSTRAINT--RESTRICTION--AREA-----MP--LIMIT--MARKER\_lexForm, DEFINITION--OF--OVERLAP--CONSTRAINT--TRAIN--OBJECT-----MP--LIMIT--MARKER\_lexForm, DEFINITION--OF--OVERLAP--CONSTRAINT--UNRESOLVED--TRACKBOUND--OBJECT-----MP--LIMIT--MARKER\_lexForm, DEFINITION--OF--PASS--POSITION--CONSTRAINT-----MP--LIMIT--MARKER\_lexForm, DEFINITION--OF--PASS--POSITION--CONSTRAINT--FOR--STA--REQUEST\_lexForm, DEFINITION--OF--RESERVED--STA--PATH\_lexForm, DEFINITON--OF--DRIVEABILITY--CONSTRAINT-----MP--LIMIT--MARKER\_lexForm, DEGRADED--MODE\_lexForm, DEMAND\_lexForm, DISPLAY--CONTROLLER\_lexForm, DOMAIN--NAME--SYSTEM\_lexForm\_3, DRIVER--MACHINE--INTERFACE\_lexForm, DRIVER--MACHINE--INTERFACE\_lexForm\_2, ECM\_lexForm, EGNOS--WIDE--AREA--NETWORK\_lexForm, EGNOS--WIDE--AREA--NETWORK\_lexForm\_2, ELECTRONIC--PRODUCT--CODE--INFORMATION--SERVICES\_lexForm, ELECTRONIC--PRODUCT--CODE--INFORMATION--SERVICES\_lexForm\_2, EMPA\_lexForm, END-TO-END\_lexForm, END-TO-END\_lexForm\_2, ENGINEERING--ENVIRONMENT--TEAM\_lexForm, ENGINEERING--ENVIRONMENT--TEAM\_lexForm\_2, ENTERPRISE--SECURITY--SERVICES\_lexForm, ENTERPRISE--SECURITY--SERVICES\_lexForm\_2, ERA--EXTENDED--CORE--TEAM\_lexForm\_3, ERROR--CORRECTION\_lexForm, ETCS--CCD--DISPLAY\_lexForm, EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexForm\_3, EUROPEAN--INSTRUCTION--7\_lexForm, EUROPEAN--INSTRUCTION--7\_lexForm\_2, EUROPEAN--INSTRUCTION\_lexForm, EUROPEAN--INSTRUCTION\_lexForm\_2, EUROPEAN--RAILWAY--DATA--SPACE\_lexForm, EUROPEAN--RAILWAY--DATA--SPACE\_lexForm\_2, EUROPEAN--VEHICLE--NUMBER\_lexForm, EUROPEAN--VEHICLE--NUMBER\_lexForm\_2, EXCHANGED--DATA\_lexForm, EXCLUSIVE--MP--AREA--EMPA\_lexForm, EXISTING--RAILWAY--SYSTEM\_lexForm, EXTERNAL--DIAGNOSTIC--CONFIGURATION--AND--IT--SECURITY--INTERFACE--S\_lexForm, EXTERNAL--DIAGNOSTIC--CONFIGURATION--AND--IT--SECURITY--INTERFACE--S\_lexForm\_2, FDFT---FULL--DIGITAL--FREIGHT--TRAIN\_lexForm, FEATURE\_FUNCTION--PROPOSED--BY--THE--SYSTEM--WHICH--IS--NOT--AVAILABLE--AND--WHICH--HAS--NO\_lexForm, FEDERAL--RAILROAD--ADMINISTRATION--USA\_lexForm, FEDERAL--RAILROAD--ADMINISTRATION--USA\_lexForm\_2, FLEET\_lexForm, FSA-----FDFTO--SYSTEM--AUTHORITY\_lexForm, FSO-----FDFTO--SYSTEM--ORGANIZATION\_lexForm, FUNCTIONAL--BREAKDOWN--STRUCTURE\_lexForm, FUNCTIONAL--BREAKDOWN--STRUCTURE\_lexForm\_2, GATEWAY\_lexForm, GATEWAY\_lexForm\_2, GENERAL--CONTRACT--OF--USE\_lexForm, GENERAL--CONTRACT--OF--USE\_lexForm\_2, GEOMETRIC--SAFETY--LOGIC\_lexForm, GEOMETRIC--SAFETY--LOGIC\_lexForm\_2, GEOMETRIC--SAFETY--LOGIC\_lexForm\_3, GLOBAL--NAVIGATION--SATELLITE--SYSTEM\_lexForm, GLOBAL--NAVIGATION--SATELLITE--SYSTEM\_lexForm\_2, GLOBAL--POSITIONING--SYSTEM\_lexForm, GLOBAL--POSITIONING--SYSTEM\_lexForm\_2, GNSS--AUGMENTATION--DISSEMINATION--SYSTEM\_lexForm, GNSS--AUGMENTATION--DISSEMINATION--SYSTEM\_lexForm\_2, GNSS--AUGMENTATION--ON-BOARD\_lexForm, GNSS--AUGMENTATION--ON-BOARD\_lexForm\_2, GNSS--AUGMENTATION--TRACKSIDE\_lexForm, GNSS--AUGMENTATION--TRACKSIDE\_lexForm\_2, GRADE--OF--AUTOMATION\_lexForm, GRADE--OF--AUTOMATION\_lexForm\_2, HARMONISED--DIAGNOSTIC--DATA--INTERFACE\_lexForm, HARMONISED--DIAGNOSTIC--DATA--INTERFACE\_lexForm\_2, HARMONISED--EUROPEAN--RAILWAY--DIAGNOSTICS\_lexForm, HARMONISED--EUROPEAN--RAILWAY--DIAGNOSTICS\_lexForm\_2, HOLDER--OF--THE--VEHICLE--TYPE--AUTHORIZATION\_lexForm, HOT--BOX--DETECTOR\_lexForm, HOT--BOX--DETECTOR\_lexForm\_2, IDENTITY--ACCESS--MANAGEMENT\_lexForm, IDENTITY--ACCESS--MANAGEMENT\_lexForm\_2, IN--THE--STAFF--RESPONSIBLE--MODE--SR--THE--MISSION--IS--PERFORMED--ON--SIGHT--AND--WITH--OU\_lexForm, INFRASTRUCTURE--CAPACITY\_lexForm, INNOVATION--PILLAR\_lexForm, INNOVATION--PILLAR\_lexForm\_2, INNOVATIVE--SOLUTIONS\_lexForm, INTERNET--OF--THINGS\_lexForm, INTERNET--OF--THINGS\_lexForm\_2, JAVASCRIPT--OBJECT--NOTATION--+FOR--LINKED--DATA\_lexForm, JAVASCRIPT--OBJECT--NOTATION--+FOR--LINKED--DATA\_lexForm\_2, JOURNEY--PROFILE\_lexForm, JOURNEY--PROFILE\_lexForm\_2, JSON--WEB--TOKEN\_lexForm, JSON--WEB--TOKEN\_lexForm\_2, KEEPER\_lexForm, LEVEL--CROSSING\_lexForm, LEVEL--CROSSING\_lexForm\_2, LOCAL--OPERATION\_lexForm, LOCATION--MARKER\_lexForm, MAINTAINER\_lexForm, MAXIMUM--PERMISSIBLE--MEASUREMENT--ERROR\_lexForm, MAXIMUM--PERMISSIBLE--MEASUREMENT--ERROR\_lexForm\_2, MISSION--CONTROL--CENTRE\_lexForm, MISSION--CONTROL--CENTRE\_lexForm\_2, MISSION--CRITICAL--SERVICES\_lexForm, MISSION--CRITICAL--SERVICES\_lexForm\_2, MONITORING--DATA\_lexForm, MOVABLE--ELEMENT--DETECTION--\_--DETECTED\_lexForm, MOVABLE--ELEMENTS--ARE\_lexForm, MOVABLE--TRACKSIDE--ELEMENT\_lexForm, MOVEMENT--PERMISSION--EXTENT\_lexForm, MULTI--DISPLAY--SYSTEM--UNIT\_lexForm, MULTI--DISPLAY--SYSTEM\_lexForm, MULTI--DISPLAY--SYSTEM\_lexForm\_2, NATIONAL--SAFETY--AUTHORITY--DEFINITION--1\_lexForm, NATIONAL--SAFETY--AUTHORITY--DEFINITION--2\_lexForm, NATIONAL--TRAIN--CONTROL\_lexForm, NATIONAL--TRAIN--CONTROL\_lexForm\_2, NAVIGATION--LAND--EARTH--STATION\_lexForm, NAVIGATION--LAND--EARTH--STATION\_lexForm\_2, NETWORK--ACCESS--CONTROL\_lexForm, NETWORK--ACCESS--CONTROL\_lexForm\_2, NETWORK--STATEMENT\_lexForm, NETWORK\_lexForm, ON-BOARD\_lexForm\_3, OPEN--CCS--ON-BOARD--REFERENCE--ARCHITECTURE\_lexForm, OPEN--CCS--ON-BOARD--REFERENCE--ARCHITECTURE\_lexForm\_2, OPERATION--AND--TRAFFIC--MANAGEMENT\_lexForm, OPERATIONAL--STATE\_lexForm, OPERATIVE--FS--COMPARTMENT\_lexForm, OPERATIVE--FS--COMPARTMENT\_lexForm\_2, OVERRIDE\_lexForm, PERCEPTION\_lexForm, PERCEPTION\_lexForm\_2, POSITION--REPORT\_lexForm, POSITION--REPORT\_lexForm\_2, QUALITY\_lexForm, RADIO--ACCESS--TECHNOLOGY\_lexForm, RADIO--ACCESS--TECHNOLOGY\_lexForm\_2, RADIO--CONNECTION\_lexForm, RADIO--CONNECTION\_lexForm\_2, RADIO--FREQUENCY--IDENTIFICATION\_lexForm, RADIO--FREQUENCY--IDENTIFICATION\_lexForm\_2, RAIL--CONDITION--MONITORING-----DATA--EXCHANGE\_lexForm, RAIL--CONDITION--MONITORING-----DATA--EXCHANGE\_lexForm\_2, RAILWAY--INFRASTRUCTURE\_lexForm, RAILWAY--MOBILE--RADIO\_lexForm, RAILWAY--MOBILE--RADIO\_lexForm\_2, RANGING--AND--INTEGRITY--MONITORING--STATIONS\_lexForm, RANGING--AND--INTEGRITY--MONITORING--STATIONS\_lexForm\_2, REARVIEW--SYSTEM\_lexForm, REGISTERS--OF--INFRASTRUCTURE\_lexForm, REGISTERS--OF--INFRASTRUCTURE\_lexForm\_2, REGISTRATION--AUTHORITY\_lexForm, REGISTRATION--AUTHORITY\_lexForm\_2, REGULATORY--AUTHORITIES\_lexForm, REMOTE--TRAIN--OPERATION\_lexForm, RENEWAL\_lexForm, REQUEST\_lexForm, REQUIREMENT\_lexForm, RESTRICTION--OF--USE\_lexForm, RISK--BUFFER\_lexForm, RISK--PATH\_lexForm, RNE--GLOSSARY\_lexForm, ROUTE--IN--RAILWAY--OPERATIONS--AND--CCS\_lexForm, SAFE--CONFIGURATION--AUTHORITY\_lexForm, SAFE--CONFIGURATION--AUTHORITY\_lexForm\_2, SAFETY--PRINCIPLES--ARE--BINDING--GUIDELINES--AND--CONDITIONS--TO--RESPECT--FOR--SAFE--TRAI\_lexForm, SECURE--TIME--SYNCHRONISATION\_lexForm, SECURE--TIME--SYNCHRONISATION\_lexForm\_2, SECURITY--INFORMATION--AND--EVENT--MANAGEMENT\_lexForm, SECURITY--INFORMATION--AND--EVENT--MANAGEMENT\_lexForm\_2, SECURITY--OPERATION--CENTRE\_lexForm, SECURITY--OPERATION--CENTRE\_lexForm\_2, SERVICE--FACILITY\_lexForm, SERVICE--FUNCTION--DIAGNOSTICS\_lexForm, SERVICE--FUNCTION--DIAGNOSTICS\_lexForm\_2, SERVICES\_lexForm, SIGNAL--IN--SPACE\_lexForm, SIGNAL--IN--SPACE\_lexForm\_2, SINGLE--EUROPEAN--SKY--ATM--RESEARCH\_lexForm, SINGLE--EUROPEAN--SKY--ATM--RESEARCH\_lexForm\_2, STA--SECTION\_lexForm, STA--SECTION\_lexForm\_2, STANDARD--COMMUNICATION--INTERFACE-----SAFETY-RELEVANT--COMMAND\_lexForm, STANDARD--COMMUNICATION--INTERFACE-----SAFETY-RELEVANT--COMMAND\_lexForm\_2, STANDARD--DIAGNOSTIC--INTERFACE-----DIAGNOSTIC--SYSTEM\_lexForm, STANDARD--DIAGNOSTIC--INTERFACE-----DIAGNOSTIC--SYSTEM\_lexForm\_2, STANDARD--DIAGNOSTIC--INTERFACE-----WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexForm, STANDARD--DIAGNOSTIC--INTERFACE-----WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexForm\_2, STANDARD--DIAGNOSTIC--INTERFACE\_lexForm, STANDARD--DIAGNOSTIC--INTERFACE\_lexForm\_2, STANDARD--MAINTENANCE--INTERFACE\_lexForm, STANDARD--MAINTENANCE--INTERFACE\_lexForm\_2, STANDARD--SECURITY--INTERFACE\_lexForm\_3, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--OBJECT--CONTROLLERS\_lexForm, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--OBJECT--CONTROLLERS\_lexForm\_2, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--TRAFFIC--CS--SYSTEMS\_lexForm, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--TRAFFIC--CS--SYSTEMS\_lexForm\_2, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--OBJECT--CONTROLLERS\_lexForm, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--OBJECT--CONTROLLERS\_lexForm\_2, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--TRAFFIC--CS--SYSTEMS\_lexForm, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--TRAFFIC--CS--SYSTEMS\_lexForm\_2, STANDSTILL\_lexForm, STOP--MARKER--BOARD\_lexForm, STOP--MARKER--BOARD\_lexForm\_2, STOPPING--LOCATION\_lexForm, SUBSTITUTION--\_IN--THE--FRAMEWORK--OF--MAINTENANCE\_lexForm, SWISS--FEDERAL--RAILWAYS\_lexForm, SWISS--FEDERAL--RAILWAYS\_lexForm\_2, SYSTEM--COMPUTING--UNIT\_lexForm, SYSTEMS\_lexForm, TCMS--TDD--DISPLAY\_lexForm, TECHNICAL--DOCUMENT\_lexForm, TECHNICAL--DOCUMENT\_lexForm\_2, TELECOM--ON-BOARD--ARCHITECTURE\_lexForm, TELECOM--ON-BOARD--ARCHITECTURE\_lexForm\_2, TELEMATIC--APPLICATIONS--FOR--FREIGHT\_lexForm, TELEMATIC--APPLICATIONS--FOR--FREIGHT\_lexForm\_2, TELEMATIC--APPLICATIONS--FOR--PASSENGER\_lexForm, TELEMATIC--APPLICATIONS--FOR--PASSENGER\_lexForm\_2, THE--DESTINATION--IS--A--LOCATION--WHERE\_lexForm, THE--DRIVER--IS--AN--OPERATIONAL--ACTOR---HE--IS--IN--CHARGE--OF--UN--PREPARING--AND--DRIVING\_lexForm, THE--START--OF--MISSION--SOM--IS--THE--ETCS-START---THE--DRIVER--PREPARES--WITH--THE--SOM--T\_lexForm, THE--TRAIN--CHARACTERISTICS--INCLUDE--THE--MANDATORY--INFORMATION--ON--THE--TECHNICAL--CHA\_lexForm, THIRD--GENERATION--PARTNERSHIP--PROJECT\_lexForm, THIRD--GENERATION--PARTNERSHIP--PROJECT\_lexForm\_2, TIMETABLE\_lexForm, TRACK--ELEMENTS--ARE--MOVABLE--ELEMENTS--TRACK--SECTIONS--LEVEL--CROSSINGS\_lexForm, TRAFFIC--CONTROL--AND--COMMAND--SYSTEM\_lexForm, TRAFFIC--CONTROL--AND--COMMAND--SYSTEM\_lexForm\_2, TRAFFIC--MANAGEMENT\_lexForm, TRAFFIC--MONITORING\_lexForm, TRAIN--CONTROL--AND--MANAGEMENT--SYSTEM\_lexForm, TRAIN--CONTROL--AND--MANAGEMENT--SYSTEM\_lexForm\_2, TRAIN--CREW\_lexForm, TRAIN--DISPATCH\_lexForm, TRAIN--DISPLAY--SYSTEM\_lexForm\_6, TRAIN--DRIVER\_lexForm, TRAIN--PATH\_lexForm, TRAIN--TIME--LOCATION--SERVICE\_lexForm, TRAIN--TIME--LOCATION--SERVICE\_lexForm\_2, TRAIN\_lexForm, UPGRADING\_lexForm, USER--AUTHENTICATION--SERVICE\_lexForm, USER--AUTHENTICATION--SERVICE\_lexForm\_2, VEHICLE--KEEPER\_lexForm, VEHICLE--KEEPER\_lexForm\_2, VEHICLE\_lexForm, VIRTUAL--NETWORK--COMPUTING\_lexForm, VIRTUAL--NETWORK--COMPUTING\_lexForm\_2, WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexForm, WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexForm\_2, WHEEL--IMPACT--LOAD--DETECTORS\_lexForm, WHEEL--IMPACT--LOAD--DETECTORS\_lexForm\_2, WHEEL--PROFILE--MEASURING--SYSTEMS\_lexForm, WHEEL--PROFILE--MEASURING--SYSTEMS\_lexForm\_2, WHITE--LABEL--DATA--BROKER\_lexForm, WHITE--LABEL--GATEWAY\_lexForm, WHITE--LABEL--GATEWAY\_lexForm\_2, WORKING--TIMETABLE\_lexForm

### 147 ontolex:Form REMOVED from lex\_sp-defs-250627:

ADM-----AUTOMATIC--DRIVING--MODULE\_lexForm, ANALYSIS--MODEL\_lexForm, APM-----AUTOMATIC--PROCESSING--MODULE\_lexForm, APPLIATION--ALONG--EN--50126\_lexForm, APPLICATION--EXECUTION--ENVIRONMENT--AEE\_lexForm, APPLICATION--EXECUTION--ENVIRONMENT--AEE\_lexForm\_2, ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexForm\_3, AREA--OF--USE\_lexForm, ATO-----AUTOMATIC--TRAIN--OPERATION\_lexForm, ATO\_lexForm, BBC--BL\_lexForm, BBC--BL\_lexForm\_2, BBC\_lexForm, BBC\_lexForm\_2, BLACK--BOX--VIEW\_lexForm, BUILDINGBLOCKCONFIGURATION--\_CONFIGURATION-JSON\_--DOCUMENT\_lexForm, CCS-----CONTROL-COMMAND--AND--SIGNALLING\_lexForm, CCS\_lexForm, CERTIFICATE--MANAGEMENT--PROTOCOL\_lexForm, CERTIFICATE--MANAGEMENT--PROTOCOL\_lexForm\_2, CERTIFICATE--REVOCATION--LIST\_lexForm, CERTIFICATE--REVOCATION--LIST\_lexForm\_2, CI--%3D--CENTRAL--INSTANCE\_lexForm, COMMERCIAL-OFF-THE-SHELF\_lexForm, COMMERCIAL-OFF-THE-SHELF\_lexForm\_2, COMMONALITY\_lexForm, COMPARTMENT--EXECUTION--ENVIRONMENT--CEE\_lexForm, COMPARTMENT--EXECUTION--ENVIRONMENT--CEE\_lexForm\_2, COMPLETENESS\_lexForm, COMPONENT\_lexForm, COMPUTING--ELEMENT--CE\_lexForm, COMPUTING--ELEMENT--CE\_lexForm\_2, CPU-----CENTRAL--PROCESSING--UNIT\_lexForm, CVR-OB-----CABIN--VOICE--RADIO--ON-BOARD\_lexForm, CYBER--RESILIENCE--ACT\_lexForm, CYBER--RESILIENCE--ACT\_lexForm\_2, CYBERSECURITY--REQUIREMENT--SPECIFICATION\_lexForm, CYBERSECURITY--REQUIREMENT--SPECIFICATION\_lexForm\_2, DEMILITARIZED--ZONE\_lexForm, DEMILITARIZED--ZONE\_lexForm\_2, DENIAL--OF--SERVICE\_lexForm, DENIAL--OF--SERVICE\_lexForm\_2, DESIGN--MODEL\_lexForm, DEVELOPMENT--TASK\_lexForm, DEVICE\_lexForm, DMI-----DRIVER--MACHINE--INTERFACE\_lexForm, DNS-----DOMAIN--NAME--SYSTEM\_lexForm, ENGAGED--AREA\_lexForm, ER--MODEL--ERM\_lexForm, ERTMS--COMPRISES--OF--THE--EUROPEAN--TRAIN--CONTROL--SYSTEM--ETCS--I-E---A--CAB-SIGNALLING--SYSTEM--THAT--INCORPORATES--AUTOMATIC--TRAIN--PROTECTION--THE--GLOBAL--SYSTEM--FOR--MOBILE--COMMUNICATIONS--FOR--RAILWAYS--GSM-R--AND--OPERATING--RULES\_lexForm, ETCS-----EUROPEAN--TRAIN--CONTROL--SYSEM\_lexForm, ETCS-----EUROPEAN--TRAIN--CONTROL--SYSTEM\_lexForm, EU-----EUROPEAN--UNION\_lexForm, EU--REGULATIONS\_lexForm, EXTERNAL--DIAGNOSTIC--LOGGING--ORCHESTRATION--AND--IT--SECURITY--INTERFACE--S\_lexForm, EXTERNAL--DIAGNOSTIC--LOGGING--ORCHESTRATION--AND--IT--SECURITY--INTERFACE--S\_lexForm\_2, FOULING--POINT\_lexForm, FULLY--QUALIFIED--DOMAIN--NAME\_lexForm, FULLY--QUALIFIED--DOMAIN--NAME\_lexForm\_2, FUNCTIONALITY\_lexForm, GENERAL--DATA--PROTECTION--REGULATION\_lexForm, GENERAL--DATA--PROTECTION--REGULATION\_lexForm\_2, GOA-----GRADE--OF--AUTOMATION\_lexForm, GW-----GATEWAY\_lexForm, HFI--ACTIVITIES\_lexForm, HMI-----HUMAN--MACHINE--INTERFACE\_lexForm, HUMAN--FACTORS\_lexForm, IDENTITY--AND--ACCESS--MANAGEMENT\_lexForm, IDENTITY--AND--ACCESS--MANAGEMENT\_lexForm\_2, IM--DATA--SYSTEM\_lexForm, INDUSTRIAL--AUTOMATION--CONTROL--SYSTEM\_lexForm, INDUSTRIAL--AUTOMATION--CONTROL--SYSTEM\_lexForm\_2, INFORMATION--TECHNOLOGY\_lexForm, INFORMATION--TECHNOLOGY\_lexForm\_2, INFRASTRUCTURE--MANAGER--OPERATIONAL--AREA--OF--CONTROL--DEFINES--THE--REGION--UNDER--THE\_lexForm, INPUT--\_--OUTPUT\_lexForm, INPUT--\_--OUTPUT\_lexForm\_2, INTEGRATION--TASK\_lexForm, INTERFACE--DATA--MODEL--IDM\_lexForm, INTERLOCKING\_lexForm\_3, INTEROPERABILITY--CONSTITUENTS\_lexForm, JP-----JOURNEY--PROFILE\_lexForm, LOCAL--AREA--NETWORK\_lexForm, LOCAL--AREA--NETWORK\_lexForm\_2, MAINTENANCE--COSTS\_lexForm, MDS-----MULTI--DISPLAY--SYSTEM\_lexForm, MEASURE--OF--EFFECTIVENESS\_lexForm, MEASURE--OF--EFFECTIVENESS\_lexForm\_2, MEASURE--OF--PERFORMANCE\_lexForm, MEASURE--OF--PERFORMANCE\_lexForm\_2, MIGRATEABILITY--\_--SCALABILITY\_lexForm, MODULE\_lexForm, MOTBF\_lexForm, NFF\_lexForm, NOTIF-IT\_lexForm, NTC-----NATIONAL--TRAIN--CONTROL\_lexForm, OB-----ON-BOARD\_lexForm, OCORA-----OPEN--CCS--ON-BOARD--REFERENCE--ARCHITECTURE\_lexForm, ONBOARD\_lexForm, ONBOARD\_lexForm\_2, OPERATIONAL--COSTS\_lexForm, OPERATIONAL--PROCESS\_lexForm, OPERATIONAL--SCENARIO\_lexForm, OPERATIONAL--TECHNOLOGY\_lexForm, OPERATIONAL--TECHNOLOGY\_lexForm\_2, OPERATIVE--FS--COMP\_lexForm, OPERATIVE--FS--COMP\_lexForm\_2, OPERATOR--SPECIFIC--ADD-ON\_lexForm, PER-----PERCEPTION\_lexForm, PKI-----PUBLIC--KEY--INFRASTRUCTURE\_lexForm, POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexForm\_3, RAILWAY--HAZARD\_lexForm, RBC-----RADIO--BLOCK--CENTRE\_lexForm, REQUIREMENT--STATEMENT\_lexForm, SCA\_lexForm, SCA\_lexForm\_2, SDI\_lexForm, SDI\_lexForm\_2, SECURE--COMPONENT\_lexForm\_2, SHARED--CYBERSECURITY--SERVICES\_lexForm\_3, SIMPLE--NETWORK--MANAGEMENT--PROTOCOL\_lexForm, SIMPLE--NETWORK--MANAGEMENT--PROTOCOL\_lexForm\_2, SMI\_lexForm, SMI\_lexForm\_2, SOFTWARE--BILL--OF--MATERIAL\_lexForm, SOFTWARE--BILL--OF--MATERIAL\_lexForm\_2, SPECIFICATION--TASK\_lexForm, SSI\_lexForm, SSI\_lexForm\_2, STAKEHOLDER--NEEDS\_lexForm, STANDARD--SECURITY--INTERFACES\_lexForm, STANDARD--SECURITY--INTERFACES\_lexForm\_2, SYSTEM--UNDER--CONSIDERATION\_lexForm\_4, TCMS-----TRAIN--CONTROL--AND--MANAGEMENT--SYSTEM\_lexForm, TDS-----TRAIN--DISPLAY--SYSTEM\_lexForm, TRACKSIDE\_lexForm, TRACKSIDE\_lexForm\_2, TRAFFIC--MANAGEMENT--SYSTEM\_lexForm\_5, TRAFFIC--MANAGER--OPERATIONAL--AREA--OF--CONTROL--DEFINES--THE--REGION--UNDER--THE--RESPONS\_lexForm, TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexForm\_3, VIRTUAL--LOCAL--AREA--NETWORK\_lexForm, VIRTUAL--LOCAL--AREA--NETWORK\_lexForm\_2, WHITE--BOX--VIEW\_lexForm, WHITE--LABEL--DATA--BROKER---SERVING--AS--MANAGER--TO--CONTROL--THE--WHITE--LABEL--GATEWAY--T\_lexForm, WIRELESS--LOCAL--AREA--NETWORK\_lexForm, WIRELESS--LOCAL--AREA--NETWORK\_lexForm\_2, WORK--ITEM\_lexForm\_2

### 13 ontolex:Form MODIFIED from lex\_sp-defs-250627:

ACCIDENT\_lexForm, BUILDING--BLOCK\_lexForm, CHANGE--REQUEST\_lexForm, DEFINITION\_lexForm, INCIDENT\_lexForm, INITIAL--FS--COMPARTMENT\_lexForm\_2, OPERATIONAL--CAPABILITY\_lexForm, SERIOUS--ACCIDENT\_lexForm, STAKEHOLDER\_lexForm, SYSTEM--UNDER--CONSIDERATION\_lexForm, SYSTEM--UNDER--CONSIDERATION\_lexForm\_2, TRAIN--PREPARATION\_lexForm, WORK--ITEM\_lexForm

## ontolex:LexicalSense entities

### 1102 ontolex:LexicalSense in lex\_sp-defs-251007:

### 213 ontolex:LexicalSense NEW from lex\_sp-defs-250627:

A--LOCATION--MARKER--IS--A--MARKER--BORDER--ON--THE--TRACKSIDE--TO--INDICATE--A--POTENTIAL--EN\_lexSense, A--MISSION--IS--A--TRAIN--MOVEMENT--FOR--A--CERTAIN--PURPOSE--WITHOUT--CHANGING--THE--TRAIN--C\_lexSense, A--PERCEPTION--THAT--HAS--A--DIRECT--INFLUENCE--ON--THE--STAFF--MEMBER---THE--PERCEPTION--CAN\_lexSense, A--SEGMENTS--IS--AN--AREA--OF--THE--INFRASTRUCTURE--ON--WHICH--MISSIONS--ARE--PERFORMED---RO\_lexSense, ALLOCATION--BODY\_lexSense, ALLOCATION--PROCESS\_lexSense, ALLOCATION\_lexSense, AN--ETCS--STOP--MARKER--IS--A--TRACKSIDE--MARKER--BOARD--THAT--SIGNALS\_lexSense, APPLICANT\_lexSense, APPLICATION--PROGRAMMING--INTERFACE\_lexSense, ASSOCIATION--FOR--STANDARDISATION--OF--AUTOMATION--AND--MEASURING--SYSTEMS-----MEASUREMENT--DATA--FORMAT\_lexSense, ATO--AVAILABLE\_lexSense, ATO--ENGAGED\_lexSense, AUTOMATED--TRACK--INSPECTION--PROGRAM\_lexSense, AUTOMATIC--DRIVING--MODULE\_lexSense, AUTOMATIC--PLAN--EXECUTION\_lexSense, AUTOMATIC--PROCESSING--MODULE\_lexSense, BACKUP--AND--RESTORE\_lexSense, BBC--INSW\_lexSense, BLACK--CHANNEL\_lexSense, BLOCK--\_--UNBLOCK\_lexSense, CABIN--VOICE--RADIO--ON-BOARD\_lexSense, CERTIFICATE--AUTHORITY\_lexSense, CERTIFICATION--BODY\_lexSense, CLAIM--CLAIMS\_lexSense, COMMERCIAL--OFF-THE-SHELF\_lexSense, COMMUNICATION--SESSION\_lexSense, COMPARTMENT--EXECUTION--ENVIRONMENT\_lexSense, COMPETENT--AUTHORITY\_lexSense, COMPETENT--LOCAL--AUTHORITY\_lexSense, COMPUTING--ELEMENT\_lexSense, CONFIGURATION\_lexSense, COORDINATION\_lexSense, CORE--BUSINESS--VOCABULARY\_lexSense, CVR--TRD--DISPLAY\_lexSense, DANGER--POINT\_lexSense, DEFINITION--EARLIEST--TIME--CONSTRAINT--FOR--PASS--EVENT-----MP--LIMIT--MARKER\_lexSense, DEFINITION--EARLIEST--TIME--CONSTRAINT--FOR--STOP--EVENT-----MP--LIMIT--MARKER\_lexSense, DEFINITION--EARLIEST--TIME--CONSTRAINT--PASS--EVENT\_lexSense, DEFINITION--EARLIEST--TIME--CONSTRAINT--STOP--EVENT\_lexSense, DEFINITION--OF--BLOCKING--ELEMENT\_lexSense, DEFINITION--OF--EARLIEST--TIME--CONSTRAINT\_lexSense, DEFINITION--OF--MAX--LENGTH--CONSTRAINT-----MP--LIMIT--MARKER\_lexSense, DEFINITION--OF--MP--LIMIT--MARKER--CONSTRAINT\_lexSense, DEFINITION--OF--MP--LIMIT--MARKER\_lexSense, DEFINITION--OF--MP--REQUEST--CONSTRAINT\_lexSense, DEFINITION--OF--OVERLAP--CONSTRAINT--RESTRICTION--AREA-----MP--LIMIT--MARKER\_lexSense, DEFINITION--OF--OVERLAP--CONSTRAINT--TRAIN--OBJECT-----MP--LIMIT--MARKER\_lexSense, DEFINITION--OF--OVERLAP--CONSTRAINT--UNRESOLVED--TRACKBOUND--OBJECT-----MP--LIMIT--MARKER\_lexSense, DEFINITION--OF--PASS--POSITION--CONSTRAINT-----MP--LIMIT--MARKER\_lexSense, DEFINITION--OF--PASS--POSITION--CONSTRAINT--FOR--STA--REQUEST\_lexSense, DEFINITION--OF--RESERVED--STA--PATH\_lexSense, DEFINITON--OF--DRIVEABILITY--CONSTRAINT-----MP--LIMIT--MARKER\_lexSense, DEGRADED--MODE\_lexSense, DEMAND\_lexSense, DISPLAY--CONTROLLER\_lexSense, DRIVER--MACHINE--INTERFACE\_lexSense, ECM\_lexSense, EGNOS--WIDE--AREA--NETWORK\_lexSense, ELECTRONIC--PRODUCT--CODE--INFORMATION--SERVICES\_lexSense, EMPA\_lexSense, END-TO-END\_lexSense, ENGINEERING--ENVIRONMENT--TEAM\_lexSense, ENTERPRISE--SECURITY--SERVICES\_lexSense, ERROR--CORRECTION\_lexSense, ETCS--CCD--DISPLAY\_lexSense, EUROPEAN--INSTRUCTION--7\_lexSense, EUROPEAN--INSTRUCTION\_lexSense, EUROPEAN--RAILWAY--DATA--SPACE\_lexSense, EUROPEAN--VEHICLE--NUMBER\_lexSense, EXCHANGED--DATA\_lexSense, EXCLUSIVE--MP--AREA--EMPA\_lexSense, EXISTING--RAILWAY--SYSTEM\_lexSense, EXTERNAL--DIAGNOSTIC--CONFIGURATION--AND--IT--SECURITY--INTERFACE--S\_lexSense, FDFT---FULL--DIGITAL--FREIGHT--TRAIN\_lexSense, FEATURE\_FUNCTION--PROPOSED--BY--THE--SYSTEM--WHICH--IS--NOT--AVAILABLE--AND--WHICH--HAS--NO\_lexSense, FEDERAL--RAILROAD--ADMINISTRATION--USA\_lexSense, FLEET\_lexSense, FSA-----FDFTO--SYSTEM--AUTHORITY\_lexSense, FSO-----FDFTO--SYSTEM--ORGANIZATION\_lexSense, FUNCTIONAL--BREAKDOWN--STRUCTURE\_lexSense, GATEWAY\_lexSense, GENERAL--CONTRACT--OF--USE\_lexSense, GEOMETRIC--SAFETY--LOGIC\_lexSense, GLOBAL--NAVIGATION--SATELLITE--SYSTEM\_lexSense, GLOBAL--POSITIONING--SYSTEM\_lexSense, GNSS--AUGMENTATION--DISSEMINATION--SYSTEM\_lexSense, GNSS--AUGMENTATION--ON-BOARD\_lexSense, GNSS--AUGMENTATION--TRACKSIDE\_lexSense, GRADE--OF--AUTOMATION\_lexSense, HARMONISED--DIAGNOSTIC--DATA--INTERFACE\_lexSense, HARMONISED--EUROPEAN--RAILWAY--DIAGNOSTICS\_lexSense, HOLDER--OF--THE--VEHICLE--TYPE--AUTHORIZATION\_lexSense, HOT--BOX--DETECTOR\_lexSense, IDENTITY--ACCESS--MANAGEMENT\_lexSense, IN--THE--STAFF--RESPONSIBLE--MODE--SR--THE--MISSION--IS--PERFORMED--ON--SIGHT--AND--WITH--OU\_lexSense, INFRASTRUCTURE--CAPACITY\_lexSense, INNOVATION--PILLAR\_lexSense, INNOVATIVE--SOLUTIONS\_lexSense, INTERNET--OF--THINGS\_lexSense, JAVASCRIPT--OBJECT--NOTATION--+FOR--LINKED--DATA\_lexSense, JOURNEY--PROFILE\_lexSense, JSON--WEB--TOKEN\_lexSense, KEEPER\_lexSense, LEVEL--CROSSING\_lexSense, LOCAL--OPERATION\_lexSense, LOCATION--MARKER\_lexSense, MAINTAINER\_lexSense, MAXIMUM--PERMISSIBLE--MEASUREMENT--ERROR\_lexSense, MISSION--CONTROL--CENTRE\_lexSense, MISSION--CRITICAL--SERVICES\_lexSense, MONITORING--DATA\_lexSense, MOVABLE--ELEMENT--DETECTION--\_--DETECTED\_lexSense, MOVABLE--ELEMENTS--ARE\_lexSense, MOVABLE--TRACKSIDE--ELEMENT\_lexSense, MOVEMENT--PERMISSION--EXTENT\_lexSense, MULTI--DISPLAY--SYSTEM--UNIT\_lexSense, MULTI--DISPLAY--SYSTEM\_lexSense, NATIONAL--SAFETY--AUTHORITY--DEFINITION--1\_lexSense, NATIONAL--SAFETY--AUTHORITY--DEFINITION--2\_lexSense, NATIONAL--TRAIN--CONTROL\_lexSense, NAVIGATION--LAND--EARTH--STATION\_lexSense, NETWORK--ACCESS--CONTROL\_lexSense, NETWORK--STATEMENT\_lexSense, NETWORK\_lexSense, OPEN--CCS--ON-BOARD--REFERENCE--ARCHITECTURE\_lexSense, OPERATION--AND--TRAFFIC--MANAGEMENT\_lexSense, OPERATIONAL--STATE\_lexSense, OPERATIVE--FS--COMPARTMENT\_lexSense, OVERRIDE\_lexSense, PERCEPTION\_lexSense, POSITION--REPORT\_lexSense, QUALITY\_lexSense, RADIO--ACCESS--TECHNOLOGY\_lexSense, RADIO--CONNECTION\_lexSense, RADIO--FREQUENCY--IDENTIFICATION\_lexSense, RAIL--CONDITION--MONITORING-----DATA--EXCHANGE\_lexSense, RAILWAY--INFRASTRUCTURE\_lexSense, RAILWAY--MOBILE--RADIO\_lexSense, RANGING--AND--INTEGRITY--MONITORING--STATIONS\_lexSense, REARVIEW--SYSTEM\_lexSense, REGISTERS--OF--INFRASTRUCTURE\_lexSense, REGISTRATION--AUTHORITY\_lexSense, REGULATORY--AUTHORITIES\_lexSense, REMOTE--TRAIN--OPERATION\_lexSense, RENEWAL\_lexSense, REQUEST\_lexSense, REQUIREMENT\_lexSense, RESTRICTION--OF--USE\_lexSense, RISK--BUFFER\_lexSense, RISK--PATH\_lexSense, RNE--GLOSSARY\_lexSense, ROUTE--IN--RAILWAY--OPERATIONS--AND--CCS\_lexSense, SAFE--CONFIGURATION--AUTHORITY\_lexSense, SAFETY--PRINCIPLES--ARE--BINDING--GUIDELINES--AND--CONDITIONS--TO--RESPECT--FOR--SAFE--TRAI\_lexSense, SECURE--TIME--SYNCHRONISATION\_lexSense, SECURITY--INFORMATION--AND--EVENT--MANAGEMENT\_lexSense, SECURITY--OPERATION--CENTRE\_lexSense, SERVICE--FACILITY\_lexSense, SERVICE--FUNCTION--DIAGNOSTICS\_lexSense, SERVICES\_lexSense, SIGNAL--IN--SPACE\_lexSense, SINGLE--EUROPEAN--SKY--ATM--RESEARCH\_lexSense, STA--SECTION\_lexSense, STANDARD--COMMUNICATION--INTERFACE-----SAFETY-RELEVANT--COMMAND\_lexSense, STANDARD--DIAGNOSTIC--INTERFACE-----DIAGNOSTIC--SYSTEM\_lexSense, STANDARD--DIAGNOSTIC--INTERFACE-----WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexSense, STANDARD--DIAGNOSTIC--INTERFACE\_lexSense, STANDARD--MAINTENANCE--INTERFACE\_lexSense, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--OBJECT--CONTROLLERS\_lexSense, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--TRAFFIC--CS--SYSTEMS\_lexSense, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--OBJECT--CONTROLLERS\_lexSense, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--TRAFFIC--CS--SYSTEMS\_lexSense, STANDSTILL\_lexSense, STOP--MARKER--BOARD\_lexSense, STOPPING--LOCATION\_lexSense, SUBSTITUTION--\_IN--THE--FRAMEWORK--OF--MAINTENANCE\_lexSense, SWISS--FEDERAL--RAILWAYS\_lexSense, SYSTEM--COMPUTING--UNIT\_lexSense, SYSTEMS\_lexSense, TCMS--TDD--DISPLAY\_lexSense, TECHNICAL--DOCUMENT\_lexSense, TELECOM--ON-BOARD--ARCHITECTURE\_lexSense, TELEMATIC--APPLICATIONS--FOR--FREIGHT\_lexSense, TELEMATIC--APPLICATIONS--FOR--PASSENGER\_lexSense, THE--DESTINATION--IS--A--LOCATION--WHERE\_lexSense, THE--DRIVER--IS--AN--OPERATIONAL--ACTOR---HE--IS--IN--CHARGE--OF--UN--PREPARING--AND--DRIVING\_lexSense, THE--START--OF--MISSION--SOM--IS--THE--ETCS-START---THE--DRIVER--PREPARES--WITH--THE--SOM--T\_lexSense, THE--TRAIN--CHARACTERISTICS--INCLUDE--THE--MANDATORY--INFORMATION--ON--THE--TECHNICAL--CHA\_lexSense, THIRD--GENERATION--PARTNERSHIP--PROJECT\_lexSense, TIMETABLE\_lexSense, TRACK--ELEMENTS--ARE--MOVABLE--ELEMENTS--TRACK--SECTIONS--LEVEL--CROSSINGS\_lexSense, TRAFFIC--CONTROL--AND--COMMAND--SYSTEM\_lexSense, TRAFFIC--MANAGEMENT\_lexSense, TRAFFIC--MONITORING\_lexSense, TRAIN--CONTROL--AND--MANAGEMENT--SYSTEM\_lexSense, TRAIN--CREW\_lexSense, TRAIN--DISPATCH\_lexSense, TRAIN--DRIVER\_lexSense, TRAIN--PATH\_lexSense, TRAIN--TIME--LOCATION--SERVICE\_lexSense, TRAIN\_lexSense, UPGRADING\_lexSense, USER--AUTHENTICATION--SERVICE\_lexSense, VEHICLE--KEEPER\_lexSense, VEHICLE\_lexSense, VIRTUAL--NETWORK--COMPUTING\_lexSense, WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexSense, WHEEL--IMPACT--LOAD--DETECTORS\_lexSense, WHEEL--PROFILE--MEASURING--SYSTEMS\_lexSense, WHITE--LABEL--DATA--BROKER\_lexSense, WHITE--LABEL--GATEWAY\_lexSense, WORKING--TIMETABLE\_lexSense

### 103 ontolex:LexicalSense REMOVED from lex\_sp-defs-250627:

ADM-----AUTOMATIC--DRIVING--MODULE\_lexSense, ANALYSIS--MODEL\_lexSense, APM-----AUTOMATIC--PROCESSING--MODULE\_lexSense, APPLIATION--ALONG--EN--50126\_lexSense, APPLICATION--EXECUTION--ENVIRONMENT--AEE\_lexSense, AREA--OF--USE\_lexSense, ATO-----AUTOMATIC--TRAIN--OPERATION\_lexSense, ATO\_lexSense, BBC--BL\_lexSense, BBC\_lexSense, BLACK--BOX--VIEW\_lexSense, BUILDINGBLOCKCONFIGURATION--\_CONFIGURATION-JSON\_--DOCUMENT\_lexSense, CCS-----CONTROL-COMMAND--AND--SIGNALLING\_lexSense, CCS\_lexSense, CERTIFICATE--MANAGEMENT--PROTOCOL\_lexSense, CERTIFICATE--REVOCATION--LIST\_lexSense, CI--%3D--CENTRAL--INSTANCE\_lexSense, COMMERCIAL-OFF-THE-SHELF\_lexSense, COMMONALITY\_lexSense, COMPARTMENT--EXECUTION--ENVIRONMENT--CEE\_lexSense, COMPLETENESS\_lexSense, COMPONENT\_lexSense, COMPUTING--ELEMENT--CE\_lexSense, CPU-----CENTRAL--PROCESSING--UNIT\_lexSense, CVR-OB-----CABIN--VOICE--RADIO--ON-BOARD\_lexSense, CYBER--RESILIENCE--ACT\_lexSense, CYBERSECURITY--REQUIREMENT--SPECIFICATION\_lexSense, DEMILITARIZED--ZONE\_lexSense, DENIAL--OF--SERVICE\_lexSense, DESIGN--MODEL\_lexSense, DEVELOPMENT--TASK\_lexSense, DEVICE\_lexSense, DMI-----DRIVER--MACHINE--INTERFACE\_lexSense, DNS-----DOMAIN--NAME--SYSTEM\_lexSense, ENGAGED--AREA\_lexSense, ER--MODEL--ERM\_lexSense, ERTMS--COMPRISES--OF--THE--EUROPEAN--TRAIN--CONTROL--SYSTEM--ETCS--I-E---A--CAB-SIGNALLING--SYSTEM--THAT--INCORPORATES--AUTOMATIC--TRAIN--PROTECTION--THE--GLOBAL--SYSTEM--FOR--MOBILE--COMMUNICATIONS--FOR--RAILWAYS--GSM-R--AND--OPERATING--RULES\_lexSense, ETCS-----EUROPEAN--TRAIN--CONTROL--SYSEM\_lexSense, ETCS-----EUROPEAN--TRAIN--CONTROL--SYSTEM\_lexSense, EU-----EUROPEAN--UNION\_lexSense, EU--REGULATIONS\_lexSense, EXTERNAL--DIAGNOSTIC--LOGGING--ORCHESTRATION--AND--IT--SECURITY--INTERFACE--S\_lexSense, FOULING--POINT\_lexSense, FULLY--QUALIFIED--DOMAIN--NAME\_lexSense, FUNCTIONALITY\_lexSense, GENERAL--DATA--PROTECTION--REGULATION\_lexSense, GOA-----GRADE--OF--AUTOMATION\_lexSense, GW-----GATEWAY\_lexSense, HFI--ACTIVITIES\_lexSense, HMI-----HUMAN--MACHINE--INTERFACE\_lexSense, HUMAN--FACTORS\_lexSense, IDENTITY--AND--ACCESS--MANAGEMENT\_lexSense, IM--DATA--SYSTEM\_lexSense, INDUSTRIAL--AUTOMATION--CONTROL--SYSTEM\_lexSense, INFORMATION--TECHNOLOGY\_lexSense, INFRASTRUCTURE--MANAGER--OPERATIONAL--AREA--OF--CONTROL--DEFINES--THE--REGION--UNDER--THE\_lexSense, INPUT--\_--OUTPUT\_lexSense, INTEGRATION--TASK\_lexSense, INTERFACE--DATA--MODEL--IDM\_lexSense, INTEROPERABILITY--CONSTITUENTS\_lexSense, JP-----JOURNEY--PROFILE\_lexSense, LOCAL--AREA--NETWORK\_lexSense, MAINTENANCE--COSTS\_lexSense, MDS-----MULTI--DISPLAY--SYSTEM\_lexSense, MEASURE--OF--EFFECTIVENESS\_lexSense, MEASURE--OF--PERFORMANCE\_lexSense, MIGRATEABILITY--\_--SCALABILITY\_lexSense, MODULE\_lexSense, MOTBF\_lexSense, NFF\_lexSense, NOTIF-IT\_lexSense, NTC-----NATIONAL--TRAIN--CONTROL\_lexSense, OB-----ON-BOARD\_lexSense, OCORA-----OPEN--CCS--ON-BOARD--REFERENCE--ARCHITECTURE\_lexSense, ONBOARD\_lexSense, OPERATIONAL--COSTS\_lexSense, OPERATIONAL--PROCESS\_lexSense, OPERATIONAL--SCENARIO\_lexSense, OPERATIONAL--TECHNOLOGY\_lexSense, OPERATIVE--FS--COMP\_lexSense, OPERATOR--SPECIFIC--ADD-ON\_lexSense, PER-----PERCEPTION\_lexSense, PKI-----PUBLIC--KEY--INFRASTRUCTURE\_lexSense, RAILWAY--HAZARD\_lexSense, RBC-----RADIO--BLOCK--CENTRE\_lexSense, REQUIREMENT--STATEMENT\_lexSense, SCA\_lexSense, SDI\_lexSense, SIMPLE--NETWORK--MANAGEMENT--PROTOCOL\_lexSense, SMI\_lexSense, SOFTWARE--BILL--OF--MATERIAL\_lexSense, SPECIFICATION--TASK\_lexSense, SSI\_lexSense, STAKEHOLDER--NEEDS\_lexSense, STANDARD--SECURITY--INTERFACES\_lexSense, TCMS-----TRAIN--CONTROL--AND--MANAGEMENT--SYSTEM\_lexSense, TDS-----TRAIN--DISPLAY--SYSTEM\_lexSense, TRACKSIDE\_lexSense, TRAFFIC--MANAGER--OPERATIONAL--AREA--OF--CONTROL--DEFINES--THE--REGION--UNDER--THE--RESPONS\_lexSense, VIRTUAL--LOCAL--AREA--NETWORK\_lexSense, WHITE--BOX--VIEW\_lexSense, WHITE--LABEL--DATA--BROKER---SERVING--AS--MANAGER--TO--CONTROL--THE--WHITE--LABEL--GATEWAY--T\_lexSense, WIRELESS--LOCAL--AREA--NETWORK\_lexSense

### 86 ontolex:LexicalSense MODIFIED from lex\_sp-defs-250627:

ACCIDENT\_lexSense, ADVANCED--SAFE--TRAIN--POSITIONING\_lexSense, APPLICATION--EXECUTION--ENVIRONMENT\_lexSense, ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexSense, AREA--CONTROLLER\_lexSense, AUTOMATIC--TRAIN--OPERATION\_lexSense, BIOMETRIC--READER\_lexSense, BUILDING--BLOCK--CONFIGURATION\_lexSense, BUILDING--BLOCK\_lexSense, BUTTON\_lexSense, BUZZER\_lexSense, CHANGE--REQUEST\_lexSense, CONSTRAINT\_lexSense, CONTROL-COMMAND--AND--SIGNALLING\_lexSense, CONTROLLER--UNIT\_lexSense, DEFINITION\_lexSense, DESK--AREA\_lexSense, DESK--DISPLAY--AREA\_lexSense, DESK\_lexSense, DISPLAY--COMPUTING--UNIT\_lexSense, DISPLAY--HW--CONTROLLER\_lexSense, DISPLAY--MANAGER\_lexSense, DISPLAY--PANEL\_lexSense, DOMAIN--MODEL\_lexSense, DOMAIN--NAME--SYSTEM\_lexSense, DOMAIN--OBJECT\_lexSense, ERA--EXTENDED--CORE--TEAM\_lexSense, ESSENTIAL--FUNCTION\_lexSense, EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexSense, EUROPEAN--TRAIN--CONTROL--SYSTEM\_lexSense, EXTENDED--VIEW\_lexSense, EXTERNAL--BUTTON\_lexSense, FMECA\_lexSense, FUNCTIONAL--APPORTIONMENT\_lexSense, HARD--KEY\_lexSense, HMI--ELEMENT\_lexSense, INCIDENT\_lexSense, INFRASTRUCTURE--MANAGER\_lexSense, INTERLOCKING\_lexSense, INTERNAL--BUTTON\_lexSense, ISSUE\_lexSense, KEY--CONTROLLER\_lexSense, LATERAL--KEY\_lexSense, LAYOUT--CONTROLLER\_lexSense, LAYOUT--ELEMENT--CONTROLLER\_lexSense, LAYOUT--ELEMENT\_lexSense, LAYOUT--ENGINE\_lexSense, LAYOUT\_lexSense, LCDF\_lexSense, LOC--AND--PAS\_lexSense, LOUDSPEAKER\_lexSense, MANAGEMENT--BY--TRACEABILITY--KANBAN--BASED\_lexSense, MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexSense, MICROPHONE--CONTROLLER\_lexSense, MICROPHONE\_lexSense, MODULARITY\_lexSense, OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexSense, ON-BOARD\_lexSense, OPERATIONAL--ACTIVITY\_lexSense, OPERATIONAL--CAPABILITY\_lexSense, PIS-----PASSENGER--INFORMATION--SYSTEM\_lexSense, POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexSense, PRAMS\_lexSense, PRESENTATION--LOGIC\_lexSense, RAILWAY--UNDERTAKING\_lexSense, READER--CONTROLLER\_lexSense, RFID--READER\_lexSense, SECURE--COMPONENT\_lexSense, SERIOUS--ACCIDENT\_lexSense, SHARED--CYBERSECURITY--SERVICES\_lexSense, SOFT--KEY\_lexSense, STAKEHOLDER\_lexSense, STANDARD--SECURITY--INTERFACE\_lexSense, SWITCH\_lexSense, SYSTEM--UNDER--CONSIDERATION\_lexSense, THREAT--LANDSCAPE\_lexSense, TOUCH--CONTROLLER\_lexSense, TOUCH--PANEL\_lexSense, TRAFFIC--MANAGEMENT--SYSTEM\_lexSense, TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexSense, TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexSense, TRAIN--DISPLAY--SYSTEM\_lexSense, TRAIN--PREPARATION\_lexSense, VIEW--CONTROLLER\_lexSense, VIEW\_lexSense, WORK--ITEM\_lexSense

## ontolex:LexicalConcept entities

### 1461 ontolex:LexicalConcept in lex\_sp-defs-251007:

### 315 ontolex:LexicalConcept NEW from lex\_sp-defs-250627:

A--LOCATION--MARKER--IS--A--MARKER--BORDER--ON--THE--TRACKSIDE--TO--INDICATE--A--POTENTIAL--EN\_lexConcept, A--MISSION--IS--A--TRAIN--MOVEMENT--FOR--A--CERTAIN--PURPOSE--WITHOUT--CHANGING--THE--TRAIN--C\_lexConcept, A--PERCEPTION--THAT--HAS--A--DIRECT--INFLUENCE--ON--THE--STAFF--MEMBER---THE--PERCEPTION--CAN\_lexConcept, A--SEGMENTS--IS--AN--AREA--OF--THE--INFRASTRUCTURE--ON--WHICH--MISSIONS--ARE--PERFORMED---RO\_lexConcept, ACCIDENT\_lexConcept\_2, ALLOCATION--BODY\_lexConcept, ALLOCATION--PROCESS\_lexConcept, ALLOCATION\_lexConcept, AN--ETCS--STOP--MARKER--IS--A--TRACKSIDE--MARKER--BOARD--THAT--SIGNALS\_lexConcept, APPLICANT\_lexConcept, APPLICATION--EXECUTION--ENVIRONMENT\_lexConcept\_2, APPLICATION--PROGRAMMING--INTERFACE\_lexConcept, AREA--CONTROLLER\_lexConcept\_7, AREA--CONTROLLER\_lexConcept\_8, ASSOCIATION--FOR--STANDARDISATION--OF--AUTOMATION--AND--MEASURING--SYSTEMS-----MEASUREMENT--DATA--FORMAT\_lexConcept, ATO--AVAILABLE\_lexConcept, ATO--ENGAGED\_lexConcept, AUTOMATED--TRACK--INSPECTION--PROGRAM\_lexConcept, AUTOMATIC--DRIVING--MODULE\_lexConcept, AUTOMATIC--PLAN--EXECUTION\_lexConcept, AUTOMATIC--PROCESSING--MODULE\_lexConcept, AUTOMATIC--TRAIN--OPERATION\_lexConcept\_3, BACKUP--AND--RESTORE\_lexConcept, BBC--INSW\_lexConcept, BIOMETRIC--READER\_lexConcept\_7, BIOMETRIC--READER\_lexConcept\_8, BLACK--CHANNEL\_lexConcept, BLOCK--\_--UNBLOCK\_lexConcept, BUILDING--BLOCK--CONFIGURATION\_lexConcept\_2, BUTTON\_lexConcept\_7, BUTTON\_lexConcept\_8, BUZZER\_lexConcept\_7, BUZZER\_lexConcept\_8, CABIN--VOICE--RADIO--ON-BOARD\_lexConcept, CERTIFICATE--AUTHORITY\_lexConcept, CERTIFICATION--BODY\_lexConcept, CLAIM--CLAIMS\_lexConcept, COMMERCIAL--OFF-THE-SHELF\_lexConcept, COMMUNICATION--SESSION\_lexConcept, COMPARTMENT--EXECUTION--ENVIRONMENT\_lexConcept, COMPETENT--AUTHORITY\_lexConcept, COMPETENT--LOCAL--AUTHORITY\_lexConcept, COMPUTING--ELEMENT\_lexConcept, CONFIGURATION\_lexConcept, CONTROL-COMMAND--AND--SIGNALLING\_lexConcept\_3, CONTROLLER--UNIT\_lexConcept\_7, CONTROLLER--UNIT\_lexConcept\_8, COORDINATION\_lexConcept, CORE--BUSINESS--VOCABULARY\_lexConcept, CVR--TRD--DISPLAY\_lexConcept, CVR--TRD--DISPLAY\_lexConcept\_2, DANGER--POINT\_lexConcept, DEFINITION--EARLIEST--TIME--CONSTRAINT--FOR--PASS--EVENT-----MP--LIMIT--MARKER\_lexConcept, DEFINITION--EARLIEST--TIME--CONSTRAINT--FOR--STOP--EVENT-----MP--LIMIT--MARKER\_lexConcept, DEFINITION--EARLIEST--TIME--CONSTRAINT--PASS--EVENT\_lexConcept, DEFINITION--EARLIEST--TIME--CONSTRAINT--STOP--EVENT\_lexConcept, DEFINITION--OF--BLOCKING--ELEMENT\_lexConcept, DEFINITION--OF--EARLIEST--TIME--CONSTRAINT\_lexConcept, DEFINITION--OF--MAX--LENGTH--CONSTRAINT-----MP--LIMIT--MARKER\_lexConcept, DEFINITION--OF--MP--LIMIT--MARKER--CONSTRAINT\_lexConcept, DEFINITION--OF--MP--LIMIT--MARKER\_lexConcept, DEFINITION--OF--MP--REQUEST--CONSTRAINT\_lexConcept, DEFINITION--OF--OVERLAP--CONSTRAINT--RESTRICTION--AREA-----MP--LIMIT--MARKER\_lexConcept, DEFINITION--OF--OVERLAP--CONSTRAINT--TRAIN--OBJECT-----MP--LIMIT--MARKER\_lexConcept, DEFINITION--OF--OVERLAP--CONSTRAINT--UNRESOLVED--TRACKBOUND--OBJECT-----MP--LIMIT--MARKER\_lexConcept, DEFINITION--OF--PASS--POSITION--CONSTRAINT-----MP--LIMIT--MARKER\_lexConcept, DEFINITION--OF--PASS--POSITION--CONSTRAINT--FOR--STA--REQUEST\_lexConcept, DEFINITION--OF--RESERVED--STA--PATH\_lexConcept, DEFINITON--OF--DRIVEABILITY--CONSTRAINT-----MP--LIMIT--MARKER\_lexConcept, DEGRADED--MODE\_lexConcept, DEMAND\_lexConcept, DESK--AREA\_lexConcept\_7, DESK--AREA\_lexConcept\_8, DESK--DISPLAY--AREA\_lexConcept\_7, DESK--DISPLAY--AREA\_lexConcept\_8, DESK\_lexConcept\_7, DESK\_lexConcept\_8, DISPLAY--COMPUTING--UNIT\_lexConcept\_5, DISPLAY--COMPUTING--UNIT\_lexConcept\_6, DISPLAY--CONTROLLER\_lexConcept, DISPLAY--HW--CONTROLLER\_lexConcept\_4, DISPLAY--MANAGER\_lexConcept\_4, DISPLAY--MANAGER\_lexConcept\_5, DISPLAY--PANEL\_lexConcept\_7, DISPLAY--PANEL\_lexConcept\_8, DOMAIN--NAME--SYSTEM\_lexConcept\_2, DRIVER--MACHINE--INTERFACE\_lexConcept, ECM\_lexConcept, EGNOS--WIDE--AREA--NETWORK\_lexConcept, ELECTRONIC--PRODUCT--CODE--INFORMATION--SERVICES\_lexConcept, EMPA\_lexConcept, END-TO-END\_lexConcept, ENGINEERING--ENVIRONMENT--TEAM\_lexConcept, ENTERPRISE--SECURITY--SERVICES\_lexConcept, ERA--EXTENDED--CORE--TEAM\_lexConcept\_2, ERROR--CORRECTION\_lexConcept, ETCS--CCD--DISPLAY\_lexConcept, ETCS--CCD--DISPLAY\_lexConcept\_2, EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexConcept\_2, EUROPEAN--INSTRUCTION--7\_lexConcept, EUROPEAN--INSTRUCTION\_lexConcept, EUROPEAN--RAILWAY--DATA--SPACE\_lexConcept, EUROPEAN--VEHICLE--NUMBER\_lexConcept, EXCHANGED--DATA\_lexConcept, EXCLUSIVE--MP--AREA--EMPA\_lexConcept, EXISTING--RAILWAY--SYSTEM\_lexConcept, EXTERNAL--BUTTON\_lexConcept\_7, EXTERNAL--BUTTON\_lexConcept\_8, EXTERNAL--DIAGNOSTIC--CONFIGURATION--AND--IT--SECURITY--INTERFACE--S\_lexConcept, FDFT---FULL--DIGITAL--FREIGHT--TRAIN\_lexConcept, FEATURE\_FUNCTION--PROPOSED--BY--THE--SYSTEM--WHICH--IS--NOT--AVAILABLE--AND--WHICH--HAS--NO\_lexConcept, FEDERAL--RAILROAD--ADMINISTRATION--USA\_lexConcept, FLEET\_lexConcept, FSA-----FDFTO--SYSTEM--AUTHORITY\_lexConcept, FSO-----FDFTO--SYSTEM--ORGANIZATION\_lexConcept, FUNCTIONAL--BREAKDOWN--STRUCTURE\_lexConcept, GATEWAY\_lexConcept, GENERAL--CONTRACT--OF--USE\_lexConcept, GEOMETRIC--SAFETY--LOGIC\_lexConcept, GEOMETRIC--SAFETY--LOGIC\_lexConcept\_2, GLOBAL--NAVIGATION--SATELLITE--SYSTEM\_lexConcept, GLOBAL--POSITIONING--SYSTEM\_lexConcept, GNSS--AUGMENTATION--DISSEMINATION--SYSTEM\_lexConcept, GNSS--AUGMENTATION--ON-BOARD\_lexConcept, GNSS--AUGMENTATION--TRACKSIDE\_lexConcept, GRADE--OF--AUTOMATION\_lexConcept, HARD--KEY\_lexConcept\_7, HARD--KEY\_lexConcept\_8, HARMONISED--DIAGNOSTIC--DATA--INTERFACE\_lexConcept, HARMONISED--EUROPEAN--RAILWAY--DIAGNOSTICS\_lexConcept, HMI--ELEMENT\_lexConcept\_7, HMI--ELEMENT\_lexConcept\_8, HOLDER--OF--THE--VEHICLE--TYPE--AUTHORIZATION\_lexConcept, HOT--BOX--DETECTOR\_lexConcept, IDENTITY--ACCESS--MANAGEMENT\_lexConcept, IN--THE--STAFF--RESPONSIBLE--MODE--SR--THE--MISSION--IS--PERFORMED--ON--SIGHT--AND--WITH--OU\_lexConcept, INCIDENT\_lexConcept\_2, INFRASTRUCTURE--CAPACITY\_lexConcept, INFRASTRUCTURE--MANAGER\_lexConcept\_3, INNOVATION--PILLAR\_lexConcept, INNOVATIVE--SOLUTIONS\_lexConcept, INTERNAL--BUTTON\_lexConcept\_7, INTERNAL--BUTTON\_lexConcept\_8, INTERNET--OF--THINGS\_lexConcept, ISSUE\_lexConcept\_2, JAVASCRIPT--OBJECT--NOTATION--+FOR--LINKED--DATA\_lexConcept, JOURNEY--PROFILE\_lexConcept, JSON--WEB--TOKEN\_lexConcept, KEEPER\_lexConcept, KEY--CONTROLLER\_lexConcept\_7, KEY--CONTROLLER\_lexConcept\_8, LATERAL--KEY\_lexConcept\_7, LATERAL--KEY\_lexConcept\_8, LAYOUT--CONTROLLER\_lexConcept\_7, LAYOUT--CONTROLLER\_lexConcept\_8, LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_7, LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_8, LAYOUT--ELEMENT\_lexConcept\_4, LAYOUT--ELEMENT\_lexConcept\_5, LAYOUT--ENGINE\_lexConcept\_7, LAYOUT--ENGINE\_lexConcept\_8, LAYOUT\_lexConcept\_7, LAYOUT\_lexConcept\_8, LCDF\_lexConcept\_2, LEVEL--CROSSING\_lexConcept, LOC--AND--PAS\_lexConcept\_5, LOC--AND--PAS\_lexConcept\_6, LOCAL--OPERATION\_lexConcept, LOCATION--MARKER\_lexConcept, LOUDSPEAKER\_lexConcept\_7, LOUDSPEAKER\_lexConcept\_8, MAINTAINER\_lexConcept, MAINTAINER\_lexConcept\_2, MAXIMUM--PERMISSIBLE--MEASUREMENT--ERROR\_lexConcept, MICROPHONE--CONTROLLER\_lexConcept\_7, MICROPHONE--CONTROLLER\_lexConcept\_8, MICROPHONE\_lexConcept\_7, MICROPHONE\_lexConcept\_8, MISSION--CONTROL--CENTRE\_lexConcept, MISSION--CRITICAL--SERVICES\_lexConcept, MONITORING--DATA\_lexConcept, MOVABLE--ELEMENT--DETECTION--\_--DETECTED\_lexConcept, MOVABLE--ELEMENTS--ARE\_lexConcept, MOVABLE--TRACKSIDE--ELEMENT\_lexConcept, MOVEMENT--PERMISSION--EXTENT\_lexConcept, MULTI--DISPLAY--SYSTEM--UNIT\_lexConcept, MULTI--DISPLAY--SYSTEM--UNIT\_lexConcept\_2, MULTI--DISPLAY--SYSTEM\_lexConcept, NATIONAL--SAFETY--AUTHORITY--DEFINITION--1\_lexConcept, NATIONAL--SAFETY--AUTHORITY--DEFINITION--2\_lexConcept, NATIONAL--TRAIN--CONTROL\_lexConcept, NAVIGATION--LAND--EARTH--STATION\_lexConcept, NETWORK--ACCESS--CONTROL\_lexConcept, NETWORK--STATEMENT\_lexConcept, NETWORK\_lexConcept, ON-BOARD\_lexConcept\_2, OPEN--CCS--ON-BOARD--REFERENCE--ARCHITECTURE\_lexConcept, OPERATION--AND--TRAFFIC--MANAGEMENT\_lexConcept, OPERATIONAL--STATE\_lexConcept, OPERATIVE--FS--COMPARTMENT\_lexConcept, OVERRIDE\_lexConcept, PERCEPTION\_lexConcept, POSITION--REPORT\_lexConcept, PRESENTATION--LOGIC\_lexConcept\_4, PRESENTATION--LOGIC\_lexConcept\_5, QUALITY\_lexConcept, RADIO--ACCESS--TECHNOLOGY\_lexConcept, RADIO--CONNECTION\_lexConcept, RADIO--FREQUENCY--IDENTIFICATION\_lexConcept, RAIL--CONDITION--MONITORING-----DATA--EXCHANGE\_lexConcept, RAILWAY--INFRASTRUCTURE\_lexConcept, RAILWAY--MOBILE--RADIO\_lexConcept, RAILWAY--UNDERTAKING\_lexConcept\_2, RANGING--AND--INTEGRITY--MONITORING--STATIONS\_lexConcept, READER--CONTROLLER\_lexConcept\_7, READER--CONTROLLER\_lexConcept\_8, REARVIEW--SYSTEM\_lexConcept, REARVIEW--SYSTEM\_lexConcept\_2, REGISTERS--OF--INFRASTRUCTURE\_lexConcept, REGISTRATION--AUTHORITY\_lexConcept, REGULATORY--AUTHORITIES\_lexConcept, REMOTE--TRAIN--OPERATION\_lexConcept, REMOTE--TRAIN--OPERATION\_lexConcept\_2, RENEWAL\_lexConcept, REQUEST\_lexConcept, REQUIREMENT\_lexConcept, RESTRICTION--OF--USE\_lexConcept, RFID--READER\_lexConcept\_7, RFID--READER\_lexConcept\_8, RISK--BUFFER\_lexConcept, RISK--PATH\_lexConcept, RISK--PATH\_lexConcept\_2, RNE--GLOSSARY\_lexConcept, ROUTE--IN--RAILWAY--OPERATIONS--AND--CCS\_lexConcept, SAFE--CONFIGURATION--AUTHORITY\_lexConcept, SAFETY--PRINCIPLES--ARE--BINDING--GUIDELINES--AND--CONDITIONS--TO--RESPECT--FOR--SAFE--TRAI\_lexConcept, SECURE--TIME--SYNCHRONISATION\_lexConcept, SECURITY--INFORMATION--AND--EVENT--MANAGEMENT\_lexConcept, SECURITY--OPERATION--CENTRE\_lexConcept, SERIOUS--ACCIDENT\_lexConcept\_2, SERVICE--FACILITY\_lexConcept, SERVICE--FUNCTION--DIAGNOSTICS\_lexConcept, SERVICES\_lexConcept, SIGNAL--IN--SPACE\_lexConcept, SINGLE--EUROPEAN--SKY--ATM--RESEARCH\_lexConcept, SOFT--KEY\_lexConcept\_7, SOFT--KEY\_lexConcept\_8, STA--SECTION\_lexConcept, STANDARD--COMMUNICATION--INTERFACE-----SAFETY-RELEVANT--COMMAND\_lexConcept, STANDARD--DIAGNOSTIC--INTERFACE-----DIAGNOSTIC--SYSTEM\_lexConcept, STANDARD--DIAGNOSTIC--INTERFACE-----WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexConcept, STANDARD--DIAGNOSTIC--INTERFACE\_lexConcept, STANDARD--MAINTENANCE--INTERFACE\_lexConcept, STANDARD--SECURITY--INTERFACE\_lexConcept\_2, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--OBJECT--CONTROLLERS\_lexConcept, STANDARDISED--INTERFACE--FOR--DIAGNOSTICS--OF--TRAFFIC--CS--SYSTEMS\_lexConcept, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--OBJECT--CONTROLLERS\_lexConcept, STANDARDISED--INTERFACE--FOR--MAINTENANCE--OF--TRAFFIC--CS--SYSTEMS\_lexConcept, STANDSTILL\_lexConcept, STOP--MARKER--BOARD\_lexConcept, STOPPING--LOCATION\_lexConcept, SUBSTITUTION--\_IN--THE--FRAMEWORK--OF--MAINTENANCE\_lexConcept, SWISS--FEDERAL--RAILWAYS\_lexConcept, SWITCH\_lexConcept\_7, SWITCH\_lexConcept\_8, SYSTEM--COMPUTING--UNIT\_lexConcept, SYSTEMS\_lexConcept, SYSTEMS\_lexConcept\_2, TCMS--TDD--DISPLAY\_lexConcept, TCMS--TDD--DISPLAY\_lexConcept\_2, TECHNICAL--DOCUMENT\_lexConcept, TELECOM--ON-BOARD--ARCHITECTURE\_lexConcept, TELEMATIC--APPLICATIONS--FOR--FREIGHT\_lexConcept, TELEMATIC--APPLICATIONS--FOR--PASSENGER\_lexConcept, THE--DESTINATION--IS--A--LOCATION--WHERE\_lexConcept, THE--DRIVER--IS--AN--OPERATIONAL--ACTOR---HE--IS--IN--CHARGE--OF--UN--PREPARING--AND--DRIVING\_lexConcept, THE--DRIVER--IS--AN--OPERATIONAL--ACTOR---HE--IS--IN--CHARGE--OF--UN--PREPARING--AND--DRIVING\_lexConcept\_2, THE--START--OF--MISSION--SOM--IS--THE--ETCS-START---THE--DRIVER--PREPARES--WITH--THE--SOM--T\_lexConcept, THE--TRAIN--CHARACTERISTICS--INCLUDE--THE--MANDATORY--INFORMATION--ON--THE--TECHNICAL--CHA\_lexConcept, THIRD--GENERATION--PARTNERSHIP--PROJECT\_lexConcept, TIMETABLE\_lexConcept, TOUCH--CONTROLLER\_lexConcept\_7, TOUCH--CONTROLLER\_lexConcept\_8, TOUCH--PANEL\_lexConcept\_4, TOUCH--PANEL\_lexConcept\_5, TRACK--ELEMENTS--ARE--MOVABLE--ELEMENTS--TRACK--SECTIONS--LEVEL--CROSSINGS\_lexConcept, TRAFFIC--CONTROL--AND--COMMAND--SYSTEM\_lexConcept, TRAFFIC--MANAGEMENT\_lexConcept, TRAFFIC--MONITORING\_lexConcept, TRAIN--CONTROL--AND--MANAGEMENT--SYSTEM\_lexConcept, TRAIN--CREW\_lexConcept, TRAIN--DISPATCH\_lexConcept, TRAIN--DISPLAY--SYSTEM\_lexConcept\_6, TRAIN--DRIVER\_lexConcept, TRAIN--PATH\_lexConcept, TRAIN--PREPARATION\_lexConcept\_2, TRAIN--TIME--LOCATION--SERVICE\_lexConcept, TRAIN\_lexConcept, TRAIN\_lexConcept\_2, TRAIN\_lexConcept\_3, UPGRADING\_lexConcept, USER--AUTHENTICATION--SERVICE\_lexConcept, VEHICLE--KEEPER\_lexConcept, VEHICLE\_lexConcept, VIEW--CONTROLLER\_lexConcept\_7, VIEW--CONTROLLER\_lexConcept\_8, VIEW\_lexConcept\_8, VIEW\_lexConcept\_9, VIRTUAL--NETWORK--COMPUTING\_lexConcept, WAYSIDE--TRAIN--MONITORING--SYSTEMS\_lexConcept, WHEEL--IMPACT--LOAD--DETECTORS\_lexConcept, WHEEL--PROFILE--MEASURING--SYSTEMS\_lexConcept, WHITE--LABEL--DATA--BROKER\_lexConcept, WHITE--LABEL--GATEWAY\_lexConcept, WORKING--TIMETABLE\_lexConcept

### 143 ontolex:LexicalConcept REMOVED from lex\_sp-defs-250627:

ADM-----AUTOMATIC--DRIVING--MODULE\_lexConcept, ADVANCED--SAFE--TRAIN--POSITIONING\_lexConcept\_2, ANALYSIS--MODEL\_lexConcept, APM-----AUTOMATIC--PROCESSING--MODULE\_lexConcept, APPLIATION--ALONG--EN--50126\_lexConcept, APPLICATION--EXECUTION--ENVIRONMENT--AEE\_lexConcept, "ARCADIA Method", ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexConcept\_2, AREA--OF--USE\_lexConcept, ATO-----AUTOMATIC--TRAIN--OPERATION\_lexConcept, ATO\_lexConcept, BBC--BL\_lexConcept, BBC\_lexConcept, BLACK--BOX--VIEW\_lexConcept, BUILDING--BLOCK\_lexConcept\_2, BUILDINGBLOCKCONFIGURATION--\_CONFIGURATION-JSON\_--DOCUMENT\_lexConcept, CCS-----CONTROL-COMMAND--AND--SIGNALLING\_lexConcept, CCS\_lexConcept, CERTIFICATE--MANAGEMENT--PROTOCOL\_lexConcept, CERTIFICATE--REVOCATION--LIST\_lexConcept, CI--%3D--CENTRAL--INSTANCE\_lexConcept, COMMERCIAL-OFF-THE-SHELF\_lexConcept, COMMONALITY\_lexConcept, COMPARTMENT--EXECUTION--ENVIRONMENT--CEE\_lexConcept, COMPLETENESS\_lexConcept, COMPONENT\_lexConcept, COMPUTING--ELEMENT--CE\_lexConcept, CONSTRAINT\_lexConcept\_2, CPU-----CENTRAL--PROCESSING--UNIT\_lexConcept, CVR-OB-----CABIN--VOICE--RADIO--ON-BOARD\_lexConcept, CYBER--RESILIENCE--ACT\_lexConcept, CYBERSECURITY--REQUIREMENT--SPECIFICATION\_lexConcept, DEFINITION\_lexConcept\_10, DEFINITION\_lexConcept\_2, DEFINITION\_lexConcept\_3, DEFINITION\_lexConcept\_4, DEFINITION\_lexConcept\_5, DEFINITION\_lexConcept\_6, DEFINITION\_lexConcept\_7, DEFINITION\_lexConcept\_8, DEFINITION\_lexConcept\_9, DEMILITARIZED--ZONE\_lexConcept, DENIAL--OF--SERVICE\_lexConcept, DESIGN--MODEL\_lexConcept, DEVELOPMENT--TASK\_lexConcept, DEVICE\_lexConcept, DMI-----DRIVER--MACHINE--INTERFACE\_lexConcept, DNS-----DOMAIN--NAME--SYSTEM\_lexConcept, ENGAGED--AREA\_lexConcept, ER--MODEL--ERM\_lexConcept, ERTMS--COMPRISES--OF--THE--EUROPEAN--TRAIN--CONTROL--SYSTEM--ETCS--I-E---A--CAB-SIGNALLING--SYSTEM--THAT--INCORPORATES--AUTOMATIC--TRAIN--PROTECTION--THE--GLOBAL--SYSTEM--FOR--MOBILE--COMMUNICATIONS--FOR--RAILWAYS--GSM-R--AND--OPERATING--RULES\_lexConcept, ESSENTIAL--FUNCTION\_lexConcept\_3, ESSENTIAL--FUNCTION\_lexConcept\_4, ETCS-----EUROPEAN--TRAIN--CONTROL--SYSEM\_lexConcept, ETCS-----EUROPEAN--TRAIN--CONTROL--SYSTEM\_lexConcept, EU-----EUROPEAN--UNION\_lexConcept, EU--REGULATIONS\_lexConcept, EXTENDED--VIEW\_lexConcept\_5, EXTERNAL--DIAGNOSTIC--LOGGING--ORCHESTRATION--AND--IT--SECURITY--INTERFACE--S\_lexConcept, FMECA\_lexConcept\_2, FOULING--POINT\_lexConcept, FULLY--QUALIFIED--DOMAIN--NAME\_lexConcept, FUNCTIONAL--APPORTIONMENT\_lexConcept\_2, FUNCTIONALITY\_lexConcept, GENERAL--DATA--PROTECTION--REGULATION\_lexConcept, GOA-----GRADE--OF--AUTOMATION\_lexConcept, GW-----GATEWAY\_lexConcept, HFI--ACTIVITIES\_lexConcept, HMI-----HUMAN--MACHINE--INTERFACE\_lexConcept, HUMAN--FACTORS\_lexConcept, IDENTITY--AND--ACCESS--MANAGEMENT\_lexConcept, IM--DATA--SYSTEM\_lexConcept, INDUSTRIAL--AUTOMATION--CONTROL--SYSTEM\_lexConcept, INFORMATION--TECHNOLOGY\_lexConcept, INFRASTRUCTURE--MANAGER--OPERATIONAL--AREA--OF--CONTROL--DEFINES--THE--REGION--UNDER--THE\_lexConcept, INPUT--\_--OUTPUT\_lexConcept, INTEGRATION--TASK\_lexConcept, INTERFACE--DATA--MODEL--IDM\_lexConcept, INTERLOCKING\_lexConcept\_3, INTEROPERABILITY--CONSTITUENTS\_lexConcept, JP-----JOURNEY--PROFILE\_lexConcept, LOCAL--AREA--NETWORK\_lexConcept, MAINTENANCE--COSTS\_lexConcept, MANAGEMENT--BY--TRACEABILITY--KANBAN--BASED\_lexConcept\_2, MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept\_7, MDS-----MULTI--DISPLAY--SYSTEM\_lexConcept, MEASURE--OF--EFFECTIVENESS\_lexConcept, MEASURE--OF--PERFORMANCE\_lexConcept, MIGRATEABILITY--\_--SCALABILITY\_lexConcept, MODULARITY\_lexConcept\_4, MODULE\_lexConcept, MOTBF\_lexConcept, NFF\_lexConcept, NOTIF-IT\_lexConcept, NTC-----NATIONAL--TRAIN--CONTROL\_lexConcept, OB-----ON-BOARD\_lexConcept, OCORA-----OPEN--CCS--ON-BOARD--REFERENCE--ARCHITECTURE\_lexConcept, OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept\_7, ONBOARD\_lexConcept, OPERATIONAL--ACTIVITY\_lexConcept\_2, OPERATIONAL--CAPABILITY\_lexConcept\_2, OPERATIONAL--COSTS\_lexConcept, OPERATIONAL--PROCESS\_lexConcept, OPERATIONAL--PROCESS\_lexConcept\_2, OPERATIONAL--SCENARIO\_lexConcept, OPERATIONAL--TECHNOLOGY\_lexConcept, OPERATIVE--FS--COMP\_lexConcept, OPERATOR--SPECIFIC--ADD-ON\_lexConcept, PER-----PERCEPTION\_lexConcept, PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept\_7, PKI-----PUBLIC--KEY--INFRASTRUCTURE\_lexConcept, POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexConcept\_2, PRAMS\_lexConcept\_2, RAILWAY--HAZARD\_lexConcept, RBC-----RADIO--BLOCK--CENTRE\_lexConcept, REQUIREMENT--STATEMENT\_lexConcept, SCA\_lexConcept, SDI\_lexConcept, SECURE--COMPONENT\_lexConcept\_2, SHARED--CYBERSECURITY--SERVICES\_lexConcept\_2, SIMPLE--NETWORK--MANAGEMENT--PROTOCOL\_lexConcept, SMI\_lexConcept, SOFTWARE--BILL--OF--MATERIAL\_lexConcept, SPECIFICATION--TASK\_lexConcept, SSI\_lexConcept, STAKEHOLDER--NEEDS\_lexConcept, STAKEHOLDER\_lexConcept\_2, STANDARD--SECURITY--INTERFACES\_lexConcept, SYSTEM--UNDER--CONSIDERATION\_lexConcept\_4, TCMS-----TRAIN--CONTROL--AND--MANAGEMENT--SYSTEM\_lexConcept, TDS-----TRAIN--DISPLAY--SYSTEM\_lexConcept, THREAT--LANDSCAPE\_lexConcept\_2, THREAT--LANDSCAPE\_lexConcept\_3, TRACKSIDE\_lexConcept, TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_4, TRAFFIC--MANAGER--OPERATIONAL--AREA--OF--CONTROL--DEFINES--THE--REGION--UNDER--THE--RESPONS\_lexConcept, TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexConcept\_2, TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_5, VIRTUAL--LOCAL--AREA--NETWORK\_lexConcept, WHITE--BOX--VIEW\_lexConcept, WHITE--LABEL--DATA--BROKER---SERVING--AS--MANAGER--TO--CONTROL--THE--WHITE--LABEL--GATEWAY--T\_lexConcept, WIRELESS--LOCAL--AREA--NETWORK\_lexConcept, WORK--ITEM\_lexConcept\_2

### 178 ontolex:LexicalConcept MODIFIED from lex\_sp-defs-250627:

ACCIDENT\_lexConcept, ADAPTOR\_lexConcept, ADVANCED--SAFE--TRAIN--POSITIONING--ASTP\_lexConcept, APPLICATION--CONDITION\_lexConcept, ARC--HITECTURE--A--NALYSIS--AND--D--ESIGN--I--NTEGRATED--A--PPROACH\_lexConcept, ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexConcept, AREA--CONTROLLER\_lexConcept\_6, AUTOMATIC--TRAIN--OPERATION\_lexConcept\_2, BIOMETRIC--READER\_lexConcept\_5, BIOMETRIC--READER\_lexConcept\_6, BUILDING--BLOCK--CONFIGURATION\_lexConcept, BUILDING--BLOCK\_lexConcept, BUTTON\_lexConcept\_5, BUTTON\_lexConcept\_6, BUZZER\_lexConcept\_6, CCS--SYSTEM\_lexConcept, CCS\_TMS--EXTENDED--ERA--ONTOLOGY--CCS\_TMS--DATA--MODEL\_lexConcept, CHANGE--REQUEST\_lexConcept, CO-OPERATIVE--SHORTENING--OF--MA\_lexConcept, COMPUTING--PLATFORM--HARDWARE\_lexConcept, COMPUTING--PLATFORM--SOFTWARE\_lexConcept, COMPUTING--PLATFORM\_lexConcept, CONFIGURATION--DATA\_lexConcept, CONFIGURATION--REPOSITORY\_lexConcept, CONSIST\_lexConcept, CONTROLLER--UNIT\_lexConcept, CONTROLLER--UNIT\_lexConcept\_6, COUPLING--SPEED\_lexConcept, DAC--CU\_lexConcept, DATA--PREPARATION\_lexConcept, DEFINITION\_lexConcept, DESIGN--SAFETY--CASE\_lexConcept, DESK--AREA\_lexConcept, DESK--AREA\_lexConcept\_2, DESK--AREA\_lexConcept\_6, DESK--DISPLAY--AREA\_lexConcept, DESK--DISPLAY--AREA\_lexConcept\_2, DESK--DISPLAY--AREA\_lexConcept\_3, DESK--DISPLAY--AREA\_lexConcept\_4, DESK--DISPLAY--AREA\_lexConcept\_6, DESK\_lexConcept\_3, DESK\_lexConcept\_4, DESK\_lexConcept\_5, DESK\_lexConcept\_6, DIGITAL--REGISTER-----INFRASTRUCTURE\_lexConcept, DISPLAY--COMPUTING--UNIT\_lexConcept, DISPLAY--MANAGER\_lexConcept, DISPLAY--PANEL\_lexConcept\_6, DOMAIN--MODEL\_lexConcept, DOMAIN--NAME--SYSTEM\_lexConcept, DOMAIN--OBJECT\_lexConcept, DWELL--TIME\_lexConcept, EMERGENCY--TRAIN--TREATMENT\_lexConcept, END--OF--MISSION\_lexConcept, ENGINEERING--DATA\_lexConcept, ENGINEERING--INPUT--DATA\_lexConcept, ERA--EXTENDED--CORE--TEAM\_lexConcept, ESTIMATED--DEPARTURE--TIME\_lexConcept, EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexConcept, EUROPEAN--TRAIN--CONTROL--SYSTEM\_lexConcept, EXCHANGE--SCENARIO\_lexConcept, EXTENDED--VIEW\_lexConcept\_2, EXTENDED--VIEW\_lexConcept\_3, EXTENDED--VIEW\_lexConcept\_4, EXTERNAL--BUTTON\_lexConcept, EXTERNAL--BUTTON\_lexConcept\_2, EXTERNAL--BUTTON\_lexConcept\_6, FORM--FIT--FUNCTIONAL--INTERFACE--SPECIFICATION\_lexConcept, FUNCTIONAL--APPORTIONMENT\_lexConcept, FUNCTIONAL--REQUIREMENT\_lexConcept, HANDHELD--TERMINAL\_lexConcept, HARD--KEY\_lexConcept\_6, HARDWARE--ABSTRACTION--INTERFACE\_lexConcept, HMI--ELEMENT\_lexConcept\_6, HOMOLOGATION\_lexConcept, HUMAN-SYSTEM--INTEGRATION\_lexConcept, INCIDENT\_lexConcept, INFORMATION--MODEL\_lexConcept, INFRASTRUCTURE--DATA\_lexConcept, INFRASTRUCTURE--MANAGER\_lexConcept, INFRASTRUCTURE--MANAGER\_lexConcept\_2, INITIAL--FS--COMPARTMENT\_lexConcept, INSTANCE\_lexConcept, INTERFACE\_lexConcept\_2, INTERLOCKING\_lexConcept, INTERLOCKING\_lexConcept\_2, INTERNAL--BUTTON\_lexConcept, INTERNAL--BUTTON\_lexConcept\_2, INTERNAL--BUTTON\_lexConcept\_6, ISSUE\_lexConcept, KEY--CONTROLLER\_lexConcept\_6, LATERAL--KEY\_lexConcept\_6, LAYOUT--CONTROLLER\_lexConcept\_6, LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_4, LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_6, LAYOUT--ENGINE\_lexConcept\_3, LAYOUT--ENGINE\_lexConcept\_4, LAYOUT--ENGINE\_lexConcept\_6, LAYOUT\_lexConcept\_5, LAYOUT\_lexConcept\_6, LCDF\_lexConcept, LOUDSPEAKER\_lexConcept\_6, M-OUT-OF--N\_lexConcept, MANUAL--ROUTE--SETTING\_lexConcept, MICROPHONE--CONTROLLER\_lexConcept\_6, MICROPHONE\_lexConcept\_6, MOVEMENT--PERMISSION\_lexConcept, NON-FUNCTIONAL--REQUIREMENT\_lexConcept, NOTIFIED--NATIONAL--TECHNICAL--RULES\_lexConcept, OPERATIONAL--CAPABILITY\_lexConcept, OPERATIONAL--HARMONIZATION\_lexConcept, OPERATIONAL--INTERFACE\_lexConcept, OPERATIONAL--PLAN\_lexConcept, OPERATIONAL--REQUIREMENT\_lexConcept, OPERATIONAL--TRACK--PROPERTIES\_lexConcept, ORCHESTRATION--INTERFACE\_lexConcept, OVERLAPPED\_lexConcept, PATCH\_lexConcept, PLAN--EXECUTION--SYSTEM\_lexConcept, PLATEAU\_lexConcept\_2, PROCESS\_lexConcept, RAILWAY--REQUIREMENT\_lexConcept, RAILWAY--UNDERTAKING\_lexConcept, READER--CONTROLLER\_lexConcept\_5, READER--CONTROLLER\_lexConcept\_6, RELIABILITY--CENTRED--MAINTENANCE\_lexConcept, REMOTE--CONTROL--DEVICE\_lexConcept, REPLICA\_lexConcept, RFID--READER\_lexConcept\_6, SAFE--TRAIN--EXTENT\_lexConcept, SAFETY--PLATFORM--INDEPENDENCE--INTERFACE\_lexConcept, SECURE--COMPONENT\_lexConcept, SERA--ENABLERS\_lexConcept, SERA--PHASE\_lexConcept, SERIOUS--ACCIDENT\_lexConcept, SERVICE--FUNCTION--CONFIGURATION--SYSTEM\_lexConcept, SHARED--CYBERSECURITY--SERVICES\_lexConcept, SHUNTING--MOVEMENT\_lexConcept, SOFT--KEY\_lexConcept\_6, STAKEHOLDER--REQUIREMENT\_lexConcept, STAKEHOLDER\_lexConcept, STANDARD--SECURITY--INTERFACE\_lexConcept, SUBSYSTEM\_lexConcept, SWITCH\_lexConcept\_6, SYSTEM--CAPABILITY\_lexConcept, SYSTEM--CONFIGURATION--DATA\_lexConcept, SYSTEM--REQUIREMENT\_lexConcept, SYSTEM--UNDER--CONSIDERATION\_lexConcept, SYSTEM--UNDER--CONSIDERATION\_lexConcept\_2, SYSTEM--UNDER--CONSIDERATION\_lexConcept\_3, SYSTEM\_lexConcept, TOUCH--CONTROLLER\_lexConcept\_4, TOUCH--CONTROLLER\_lexConcept\_6, TOUCH--PANEL\_lexConcept, TOUCH--PANEL\_lexConcept\_2, TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_2, TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_3, TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexConcept, TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept, TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_2, TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_3, TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_4, TRAIN--JOINING\_lexConcept, TRAIN--LENGTH--MASTER\_lexConcept, TRAIN--PREPARATION\_lexConcept, TRAIN--SPLITTING\_lexConcept, TRAIN-CENTRIC--TRACK--OCCUPANCY\_lexConcept, UNPLANNED--SPEED--RESTRICTION\_lexConcept, UNSUPERVISED--MOVEMENT\_lexConcept, VEHICLE--DATA\_lexConcept, VEHICLE--KEEPER\_SUPPLIER--GATEWAY\_lexConcept, VIEW--CONTROLLER\_lexConcept\_4, VIEW--CONTROLLER\_lexConcept\_6, VIEW\_lexConcept, VIEW\_lexConcept\_6, VIEW\_lexConcept\_7, VIRTUALISATION--INTERFACE\_lexConcept, WORK--ITEM\_lexConcept

# Modified Entities

## lexinfo:AbbreviatedForm entities

### ontorail:lexinfo:AbbreviatedForm 0 cosmetic changes have been skipped

### ontorail:lexinfo:AbbreviatedForm lex\_sp-defs-251007:CCS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :CONTROL-COMMAND--AND--SIGNALLING\_lexForm\_2, :CONTROL-COMMAND--AND--SIGNALLING\_lexForm\_3, ++ :CONTROL-COMMAND--AND--SIGNALLING\_lexForm\_4

### ontorail:lexinfo:AbbreviatedForm lex\_sp-defs-251007:IXL modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :INTERLOCKING\_lexForm\_2, -- :INTERLOCKING\_lexForm\_3

### ontorail:lexinfo:AbbreviatedForm lex\_sp-defs-251007:"Initial FS Comp" modifications from lex\_sp-defs-250627:

== rdfs:label => ++ "Initial FS Comp", -- "Initial FS Compartment"

### ontorail:lexinfo:AbbreviatedForm lex\_sp-defs-251007:OB modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :ON-BOARD\_lexForm\_2, ++ :ON-BOARD\_lexForm\_3

### ontorail:lexinfo:AbbreviatedForm lex\_sp-defs-251007:PWITR modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexForm\_2, -- :POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexForm\_3

### ontorail:lexinfo:AbbreviatedForm lex\_sp-defs-251007:TCMS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexForm\_2, -- :TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexForm\_3

## ontolex:LexicalEntry entities

### ontorail:ontolex:LexicalEntry 12 cosmetic changes have been skipped

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:AEE modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :APPLICATION--EXECUTION--ENVIRONMENT\_lexForm\_2, ++ :APPLICATION--EXECUTION--ENVIRONMENT\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:ATAM modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexForm\_2, -- :ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:ATO modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :AUTOMATIC--TRAIN--OPERATION\_lexForm\_2, :AUTOMATIC--TRAIN--OPERATION\_lexForm\_3, ++ :AUTOMATIC--TRAIN--OPERATION\_lexForm\_4

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:CCS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :CONTROL-COMMAND--AND--SIGNALLING\_lexForm\_2, :CONTROL-COMMAND--AND--SIGNALLING\_lexForm\_3, ++ :CONTROL-COMMAND--AND--SIGNALLING\_lexForm\_4

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:CR modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :CHANGE--REQUEST\_lexForm\_2, ++ :CHANGE--REQUEST\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:DNS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :DOMAIN--NAME--SYSTEM\_lexForm\_2, ++ :DOMAIN--NAME--SYSTEM\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:Definition. modifications from lex\_sp-defs-250627:

== rdfs:label => ++ "Definition.", -- "Definition:"

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:EECT modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :ERA--EXTENDED--CORE--TEAM\_lexForm\_2, ++ :ERA--EXTENDED--CORE--TEAM\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:EGNOS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexForm\_2, ++ :EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:IXL modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :INTERLOCKING\_lexForm\_2, -- :INTERLOCKING\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:"Initial FS Comp" modifications from lex\_sp-defs-250627:

== rdfs:label => ++ "Initial FS Comp", -- "Initial FS Compartment"

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:OB modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :ON-BOARD\_lexForm\_2, ++ :ON-BOARD\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:PWITR modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexForm\_2, -- :POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:SCS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :SHARED--CYBERSECURITY--SERVICES\_lexForm\_2, -- :SHARED--CYBERSECURITY--SERVICES\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:SSI modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :STANDARD--SECURITY--INTERFACE\_lexForm\_2, ++ :STANDARD--SECURITY--INTERFACE\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:SuC modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :SYSTEM--UNDER--CONSIDERATION\_lexForm\_2, :SYSTEM--UNDER--CONSIDERATION\_lexForm\_3, -- :SYSTEM--UNDER--CONSIDERATION\_lexForm\_4

== rdfs:label => "SuC", \*\*-- "SUC"

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:TCMS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexForm\_2, -- :TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexForm\_3

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:TDS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :TRAIN--DISPLAY--SYSTEM\_lexForm\_2, :TRAIN--DISPLAY--SYSTEM\_lexForm\_3, :TRAIN--DISPLAY--SYSTEM\_lexForm\_4, :TRAIN--DISPLAY--SYSTEM\_lexForm\_5, ++ :TRAIN--DISPLAY--SYSTEM\_lexForm\_6

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:TMS modifications from lex\_sp-defs-250627:

== ontolex:canonicalForm => :TRAFFIC--MANAGEMENT--SYSTEM\_lexForm\_2, :TRAFFIC--MANAGEMENT--SYSTEM\_lexForm\_3, :TRAFFIC--MANAGEMENT--SYSTEM\_lexForm\_4, -- :TRAFFIC--MANAGEMENT--SYSTEM\_lexForm\_5

### ontorail:ontolex:LexicalEntry lex\_sp-defs-251007:"Train preparation" modifications from lex\_sp-defs-250627:

== rdfs:label => ++ "Train preparation", -- "Train preparation:"

## ontolex:Form entities

### ontorail:ontolex:Form 10 cosmetic changes have been skipped

### ontorail:ontolex:Form lex\_sp-defs-251007:DEFINITION\_lexForm modifications from lex\_sp-defs-250627:

== ontolex:writtenRep => ++ "Definition.", -- "Definition:"

### ontorail:ontolex:Form lex\_sp-defs-251007:INITIAL--FS--COMPARTMENT\_lexForm\_2 modifications from lex\_sp-defs-250627:

== ontolex:writtenRep => ++ "Initial FS Comp", -- "Initial FS Compartment"

### ontorail:ontolex:Form lex\_sp-defs-251007:TRAIN--PREPARATION\_lexForm modifications from lex\_sp-defs-250627:

== ontolex:writtenRep => ++ "Train preparation", -- "Train preparation:"

## ontolex:LexicalSense entities

### ontorail:ontolex:LexicalSense 0 cosmetic changes have been skipped

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:ACCIDENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-346", ++ "SPT1RS-1000"

== ontolex:isLexicalizedSenseOf => :ACCIDENT\_lexConcept, ++ :ACCIDENT\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:ADVANCED--SAFE--TRAIN--POSITIONING\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-4557", -- "SPT2TRAIN-6943"

== ontolex:isLexicalizedSenseOf => :ADVANCED--SAFE--TRAIN--POSITIONING\_lexConcept, -- :ADVANCED--SAFE--TRAIN--POSITIONING\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:APPLICATION--EXECUTION--ENVIRONMENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPT2CE-1239", "SPT2CE-1275"

== ontolex:isLexicalizedSenseOf => :APPLICATION--EXECUTION--ENVIRONMENT\_lexConcept, ++ :APPLICATION--EXECUTION--ENVIRONMENT\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPR-7586", -- "SPPR-7746"

== ontolex:isLexicalizedSenseOf => :ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexConcept, -- :ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:AREA--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5034", "SPT2TRAIN-5852", "SPT2TRAIN-6651", "SPT2TRAIN-7121", "SPT2TRAIN-7338", ++ "SPT2TRAIN-7577", ++ "SPT2TRAIN-7732", "SPT2TRAIN-857"

== ontolex:isLexicalizedSenseOf => :AREA--CONTROLLER\_lexConcept, :AREA--CONTROLLER\_lexConcept\_2, :AREA--CONTROLLER\_lexConcept\_3, :AREA--CONTROLLER\_lexConcept\_4, :AREA--CONTROLLER\_lexConcept\_5, :AREA--CONTROLLER\_lexConcept\_6, ++ :AREA--CONTROLLER\_lexConcept\_7, ++ :AREA--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:AUTOMATIC--TRAIN--OPERATION\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPLI-1295", "SPT2MIG-845", ++ "SPT2TRAIN-625"

== ontolex:isLexicalizedSenseOf => :AUTOMATIC--TRAIN--OPERATION\_lexConcept, :AUTOMATIC--TRAIN--OPERATION\_lexConcept\_2, ++ :AUTOMATIC--TRAIN--OPERATION\_lexConcept\_3

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:BIOMETRIC--READER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5035", "SPT2TRAIN-5853", "SPT2TRAIN-6652", "SPT2TRAIN-7122", "SPT2TRAIN-7339", ++ "SPT2TRAIN-7578", ++ "SPT2TRAIN-7733", "SPT2TRAIN-858"

== ontolex:isLexicalizedSenseOf => :BIOMETRIC--READER\_lexConcept, :BIOMETRIC--READER\_lexConcept\_2, :BIOMETRIC--READER\_lexConcept\_3, :BIOMETRIC--READER\_lexConcept\_4, :BIOMETRIC--READER\_lexConcept\_5, :BIOMETRIC--READER\_lexConcept\_6, ++ :BIOMETRIC--READER\_lexConcept\_7, ++ :BIOMETRIC--READER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:BUILDING--BLOCK--CONFIGURATION\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPT2CE-2350", "SPT2TS-1837"

== ontolex:isLexicalizedSenseOf => :BUILDING--BLOCK--CONFIGURATION\_lexConcept, ++ :BUILDING--BLOCK--CONFIGURATION\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:BUILDING--BLOCK\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TS-1828", -- "SPT2ARC-810"

== ontolex:isLexicalizedSenseOf => :BUILDING--BLOCK\_lexConcept, -- :BUILDING--BLOCK\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:BUTTON\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5036", "SPT2TRAIN-5854", "SPT2TRAIN-6653", "SPT2TRAIN-7123", "SPT2TRAIN-7336", ++ "SPT2TRAIN-7579", ++ "SPT2TRAIN-7734", "SPT2TRAIN-859"

== ontolex:isLexicalizedSenseOf => :BUTTON\_lexConcept, :BUTTON\_lexConcept\_2, :BUTTON\_lexConcept\_3, :BUTTON\_lexConcept\_4, :BUTTON\_lexConcept\_5, :BUTTON\_lexConcept\_6, ++ :BUTTON\_lexConcept\_7, ++ :BUTTON\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:BUZZER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5037", "SPT2TRAIN-5855", "SPT2TRAIN-6654", "SPT2TRAIN-7124", "SPT2TRAIN-7337", ++ "SPT2TRAIN-7580", ++ "SPT2TRAIN-7735", "SPT2TRAIN-860"

== ontolex:isLexicalizedSenseOf => :BUZZER\_lexConcept, :BUZZER\_lexConcept\_2, :BUZZER\_lexConcept\_3, :BUZZER\_lexConcept\_4, :BUZZER\_lexConcept\_5, :BUZZER\_lexConcept\_6, ++ :BUZZER\_lexConcept\_7, ++ :BUZZER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:CHANGE--REQUEST\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPLI-92", ++ "SPPRAMSS-14903", -- "SPPR-3732"

== dcterms:subject => :"Railway Infrastructure", <http://dbpedia.org/resource/Rail\_transport>, <https://en.wikipedia.org/wiki/Category:Rail\_infrastructure>, -- :"Polarion Workitem", -- <https://dbpedia.org/property/workItem>, -- <https://en.wikipedia.org/wiki/Work\_breakdown\_structure>, -- <https://polarion.plm.automation.siemens.com/>

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:CONSTRAINT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2OD-6720", -- "SPPR-3736"

== dcterms:subject => :"Railway Infrastructure", <http://dbpedia.org/resource/Rail\_transport>, <https://en.wikipedia.org/wiki/Category:Rail\_infrastructure>, -- :"Polarion Workitem", -- <https://dbpedia.org/property/workItem>, -- <https://en.wikipedia.org/wiki/Work\_breakdown\_structure>, -- <https://polarion.plm.automation.siemens.com/>

== ontolex:isLexicalizedSenseOf => :CONSTRAINT\_lexConcept, -- :CONSTRAINT\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:CONTROL-COMMAND--AND--SIGNALLING\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPLI-83", "SPPRAMSS-11099", ++ "SPT2TRAIN-619"

== ontolex:isLexicalizedSenseOf => :CONTROL-COMMAND--AND--SIGNALLING\_lexConcept, :CONTROL-COMMAND--AND--SIGNALLING\_lexConcept\_2, ++ :CONTROL-COMMAND--AND--SIGNALLING\_lexConcept\_3

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:CONTROLLER--UNIT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5038", "SPT2TRAIN-5856", "SPT2TRAIN-6655", "SPT2TRAIN-7125", "SPT2TRAIN-7334", ++ "SPT2TRAIN-7581", ++ "SPT2TRAIN-7736", "SPT2TRAIN-861"

== ontolex:isLexicalizedSenseOf => :CONTROLLER--UNIT\_lexConcept, :CONTROLLER--UNIT\_lexConcept\_2, :CONTROLLER--UNIT\_lexConcept\_3, :CONTROLLER--UNIT\_lexConcept\_4, :CONTROLLER--UNIT\_lexConcept\_5, :CONTROLLER--UNIT\_lexConcept\_6, ++ :CONTROLLER--UNIT\_lexConcept\_7, ++ :CONTROLLER--UNIT\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DEFINITION\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPR-3738", -- "SPPRAMSS-14209", -- "SPT2TRAFFIC-12306", -- "SPT2TRAFFIC-12327", -- "SPT2TRAFFIC-12374", -- "SPT2TRAFFIC-12378", -- "SPT2TRAFFIC-12383", -- "SPT2TRAFFIC-12386", -- "SPT2TRAFFIC-13535", -- "SPT2TRAFFIC-13540"

== ontolex:isLexicalizedSenseOf => :DEFINITION\_lexConcept, -- :DEFINITION\_lexConcept\_10, -- :DEFINITION\_lexConcept\_2, -- :DEFINITION\_lexConcept\_3, -- :DEFINITION\_lexConcept\_4, -- :DEFINITION\_lexConcept\_5, -- :DEFINITION\_lexConcept\_6, -- :DEFINITION\_lexConcept\_7, -- :DEFINITION\_lexConcept\_8, -- :DEFINITION\_lexConcept\_9

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DESK--AREA\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5040", "SPT2TRAIN-5858", "SPT2TRAIN-6657", "SPT2TRAIN-7127", "SPT2TRAIN-7330", ++ "SPT2TRAIN-7583", ++ "SPT2TRAIN-7738", "SPT2TRAIN-863"

== ontolex:isLexicalizedSenseOf => :DESK--AREA\_lexConcept, :DESK--AREA\_lexConcept\_2, :DESK--AREA\_lexConcept\_3, :DESK--AREA\_lexConcept\_4, :DESK--AREA\_lexConcept\_5, :DESK--AREA\_lexConcept\_6, ++ :DESK--AREA\_lexConcept\_7, ++ :DESK--AREA\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DESK--DISPLAY--AREA\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5041", "SPT2TRAIN-5859", "SPT2TRAIN-6658", "SPT2TRAIN-7128", "SPT2TRAIN-7332", ++ "SPT2TRAIN-7584", ++ "SPT2TRAIN-7739", "SPT2TRAIN-864"

== ontolex:isLexicalizedSenseOf => :DESK--DISPLAY--AREA\_lexConcept, :DESK--DISPLAY--AREA\_lexConcept\_2, :DESK--DISPLAY--AREA\_lexConcept\_3, :DESK--DISPLAY--AREA\_lexConcept\_4, :DESK--DISPLAY--AREA\_lexConcept\_5, :DESK--DISPLAY--AREA\_lexConcept\_6, ++ :DESK--DISPLAY--AREA\_lexConcept\_7, ++ :DESK--DISPLAY--AREA\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DESK\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5039", "SPT2TRAIN-5857", "SPT2TRAIN-6656", "SPT2TRAIN-7126", "SPT2TRAIN-7335", ++ "SPT2TRAIN-7582", ++ "SPT2TRAIN-7737", "SPT2TRAIN-862"

== ontolex:isLexicalizedSenseOf => :DESK\_lexConcept, :DESK\_lexConcept\_2, :DESK\_lexConcept\_3, :DESK\_lexConcept\_4, :DESK\_lexConcept\_5, :DESK\_lexConcept\_6, ++ :DESK\_lexConcept\_7, ++ :DESK\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DISPLAY--COMPUTING--UNIT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-6513", "SPT2TRAIN-6659", "SPT2TRAIN-7129", "SPT2TRAIN-7340", ++ "SPT2TRAIN-7585", ++ "SPT2TRAIN-7740"

== ontolex:isLexicalizedSenseOf => :DISPLAY--COMPUTING--UNIT\_lexConcept, :DISPLAY--COMPUTING--UNIT\_lexConcept\_2, :DISPLAY--COMPUTING--UNIT\_lexConcept\_3, :DISPLAY--COMPUTING--UNIT\_lexConcept\_4, ++ :DISPLAY--COMPUTING--UNIT\_lexConcept\_5, ++ :DISPLAY--COMPUTING--UNIT\_lexConcept\_6

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DISPLAY--HW--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-6940", "SPT2TRAIN-7130", "SPT2TRAIN-7316", ++ "SPT2TRAIN-7586"

== ontolex:isLexicalizedSenseOf => :DISPLAY--HW--CONTROLLER\_lexConcept, :DISPLAY--HW--CONTROLLER\_lexConcept\_2, :DISPLAY--HW--CONTROLLER\_lexConcept\_3, ++ :DISPLAY--HW--CONTROLLER\_lexConcept\_4

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DISPLAY--MANAGER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-6939", "SPT2TRAIN-7131", "SPT2TRAIN-7318", ++ "SPT2TRAIN-7587", ++ "SPT2TRAIN-7742"

== ontolex:isLexicalizedSenseOf => :DISPLAY--MANAGER\_lexConcept, :DISPLAY--MANAGER\_lexConcept\_2, :DISPLAY--MANAGER\_lexConcept\_3, ++ :DISPLAY--MANAGER\_lexConcept\_4, ++ :DISPLAY--MANAGER\_lexConcept\_5

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DISPLAY--PANEL\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5042", "SPT2TRAIN-5860", "SPT2TRAIN-6660", "SPT2TRAIN-7132", "SPT2TRAIN-7312", ++ "SPT2TRAIN-7588", ++ "SPT2TRAIN-7743", "SPT2TRAIN-865"

== ontolex:isLexicalizedSenseOf => :DISPLAY--PANEL\_lexConcept, :DISPLAY--PANEL\_lexConcept\_2, :DISPLAY--PANEL\_lexConcept\_3, :DISPLAY--PANEL\_lexConcept\_4, :DISPLAY--PANEL\_lexConcept\_5, :DISPLAY--PANEL\_lexConcept\_6, ++ :DISPLAY--PANEL\_lexConcept\_7, ++ :DISPLAY--PANEL\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DOMAIN--MODEL\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPT2TRAFFIC-15379", -- "SPT2TRAFFIC-14246"

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DOMAIN--NAME--SYSTEM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPLI-1306", ++ "SPT2TRAIN-8137"

== ontolex:isLexicalizedSenseOf => :DOMAIN--NAME--SYSTEM\_lexConcept, ++ :DOMAIN--NAME--SYSTEM\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:DOMAIN--OBJECT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPT2TRAFFIC-15378", -- "SPT2TRAFFIC-14245"

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:ERA--EXTENDED--CORE--TEAM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPLI-97", ++ "SPT2TRAIN-8139"

== ontolex:isLexicalizedSenseOf => :ERA--EXTENDED--CORE--TEAM\_lexConcept, ++ :ERA--EXTENDED--CORE--TEAM\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:ESSENTIAL--FUNCTION\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-13943", "SPPRAMSS-9640", -- "SPPRAMSS-1508", -- "SPPRAMSS-5306"

== ontolex:isLexicalizedSenseOf => :ESSENTIAL--FUNCTION\_lexConcept, :ESSENTIAL--FUNCTION\_lexConcept\_2, -- :ESSENTIAL--FUNCTION\_lexConcept\_3, -- :ESSENTIAL--FUNCTION\_lexConcept\_4

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2MIG-837", ++ "SPT2TRAIN-8140"

== ontolex:isLexicalizedSenseOf => :EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexConcept, ++ :EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:EUROPEAN--TRAIN--CONTROL--SYSTEM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2MIG-822", ++ "SPT2TRAIN-609", -- "SPT2MIG-979"

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:EXTENDED--VIEW\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5043", "SPT2TRAIN-5861", "SPT2TRAIN-6661", "SPT2TRAIN-866", -- "SPT2TRAIN-7133"

== ontolex:isLexicalizedSenseOf => :EXTENDED--VIEW\_lexConcept, :EXTENDED--VIEW\_lexConcept\_2, :EXTENDED--VIEW\_lexConcept\_3, :EXTENDED--VIEW\_lexConcept\_4, -- :EXTENDED--VIEW\_lexConcept\_5

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:EXTERNAL--BUTTON\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5044", "SPT2TRAIN-5862", "SPT2TRAIN-6662", "SPT2TRAIN-7134", "SPT2TRAIN-7314", ++ "SPT2TRAIN-7589", ++ "SPT2TRAIN-7744", "SPT2TRAIN-867"

== ontolex:isLexicalizedSenseOf => :EXTERNAL--BUTTON\_lexConcept, :EXTERNAL--BUTTON\_lexConcept\_2, :EXTERNAL--BUTTON\_lexConcept\_3, :EXTERNAL--BUTTON\_lexConcept\_4, :EXTERNAL--BUTTON\_lexConcept\_5, :EXTERNAL--BUTTON\_lexConcept\_6, ++ :EXTERNAL--BUTTON\_lexConcept\_7, ++ :EXTERNAL--BUTTON\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:FMECA\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-4047", -- "SPPRAMSS-3864"

== ontolex:isLexicalizedSenseOf => :FMECA\_lexConcept, -- :FMECA\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:FUNCTIONAL--APPORTIONMENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2ARC-1014", -- "SPT2TRAIN-2316"

== ontolex:isLexicalizedSenseOf => :FUNCTIONAL--APPORTIONMENT\_lexConcept, -- :FUNCTIONAL--APPORTIONMENT\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:HARD--KEY\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5045", "SPT2TRAIN-5863", "SPT2TRAIN-6663", "SPT2TRAIN-7135", "SPT2TRAIN-7308", ++ "SPT2TRAIN-7590", ++ "SPT2TRAIN-7745", "SPT2TRAIN-868"

== ontolex:isLexicalizedSenseOf => :HARD--KEY\_lexConcept, :HARD--KEY\_lexConcept\_2, :HARD--KEY\_lexConcept\_3, :HARD--KEY\_lexConcept\_4, :HARD--KEY\_lexConcept\_5, :HARD--KEY\_lexConcept\_6, ++ :HARD--KEY\_lexConcept\_7, ++ :HARD--KEY\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:HMI--ELEMENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5046", "SPT2TRAIN-5864", "SPT2TRAIN-6664", "SPT2TRAIN-7136", "SPT2TRAIN-7310", ++ "SPT2TRAIN-7591", ++ "SPT2TRAIN-7746", "SPT2TRAIN-869"

== ontolex:isLexicalizedSenseOf => :HMI--ELEMENT\_lexConcept, :HMI--ELEMENT\_lexConcept\_2, :HMI--ELEMENT\_lexConcept\_3, :HMI--ELEMENT\_lexConcept\_4, :HMI--ELEMENT\_lexConcept\_5, :HMI--ELEMENT\_lexConcept\_6, ++ :HMI--ELEMENT\_lexConcept\_7, ++ :HMI--ELEMENT\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:INCIDENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-344", ++ "SPT1RS-1014"

== ontolex:isLexicalizedSenseOf => :INCIDENT\_lexConcept, ++ :INCIDENT\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:INFRASTRUCTURE--MANAGER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPT1RS-1017", "SPT2MIG-825", "SPT2TRAIN-646"

== ontolex:isLexicalizedSenseOf => :INFRASTRUCTURE--MANAGER\_lexConcept, :INFRASTRUCTURE--MANAGER\_lexConcept\_2, ++ :INFRASTRUCTURE--MANAGER\_lexConcept\_3

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:INTERLOCKING\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2MIG-842", "SPT2TS-1820", -- "SPPRAMSS-14727"

== ontolex:isLexicalizedSenseOf => :INTERLOCKING\_lexConcept, :INTERLOCKING\_lexConcept\_2, -- :INTERLOCKING\_lexConcept\_3

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:INTERNAL--BUTTON\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5047", "SPT2TRAIN-5865", "SPT2TRAIN-6665", "SPT2TRAIN-7137", "SPT2TRAIN-7306", ++ "SPT2TRAIN-7592", ++ "SPT2TRAIN-7747", "SPT2TRAIN-870"

== ontolex:isLexicalizedSenseOf => :INTERNAL--BUTTON\_lexConcept, :INTERNAL--BUTTON\_lexConcept\_2, :INTERNAL--BUTTON\_lexConcept\_3, :INTERNAL--BUTTON\_lexConcept\_4, :INTERNAL--BUTTON\_lexConcept\_5, :INTERNAL--BUTTON\_lexConcept\_6, ++ :INTERNAL--BUTTON\_lexConcept\_7, ++ :INTERNAL--BUTTON\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:ISSUE\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPP-29458", "SPPR-3746"

== ontolex:isLexicalizedSenseOf => :ISSUE\_lexConcept, ++ :ISSUE\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:KEY--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5048", "SPT2TRAIN-5866", "SPT2TRAIN-6666", "SPT2TRAIN-7138", "SPT2TRAIN-7307", ++ "SPT2TRAIN-7593", ++ "SPT2TRAIN-7748", "SPT2TRAIN-871"

== ontolex:isLexicalizedSenseOf => :KEY--CONTROLLER\_lexConcept, :KEY--CONTROLLER\_lexConcept\_2, :KEY--CONTROLLER\_lexConcept\_3, :KEY--CONTROLLER\_lexConcept\_4, :KEY--CONTROLLER\_lexConcept\_5, :KEY--CONTROLLER\_lexConcept\_6, ++ :KEY--CONTROLLER\_lexConcept\_7, ++ :KEY--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LATERAL--KEY\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5049", "SPT2TRAIN-5867", "SPT2TRAIN-6667", "SPT2TRAIN-7139", "SPT2TRAIN-7304", ++ "SPT2TRAIN-7594", ++ "SPT2TRAIN-7749", "SPT2TRAIN-872"

== ontolex:isLexicalizedSenseOf => :LATERAL--KEY\_lexConcept, :LATERAL--KEY\_lexConcept\_2, :LATERAL--KEY\_lexConcept\_3, :LATERAL--KEY\_lexConcept\_4, :LATERAL--KEY\_lexConcept\_5, :LATERAL--KEY\_lexConcept\_6, ++ :LATERAL--KEY\_lexConcept\_7, ++ :LATERAL--KEY\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LAYOUT--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5051", "SPT2TRAIN-5869", "SPT2TRAIN-6669", "SPT2TRAIN-7141", "SPT2TRAIN-7320", ++ "SPT2TRAIN-7596", ++ "SPT2TRAIN-7751", "SPT2TRAIN-874"

== ontolex:isLexicalizedSenseOf => :LAYOUT--CONTROLLER\_lexConcept, :LAYOUT--CONTROLLER\_lexConcept\_2, :LAYOUT--CONTROLLER\_lexConcept\_3, :LAYOUT--CONTROLLER\_lexConcept\_4, :LAYOUT--CONTROLLER\_lexConcept\_5, :LAYOUT--CONTROLLER\_lexConcept\_6, ++ :LAYOUT--CONTROLLER\_lexConcept\_7, ++ :LAYOUT--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LAYOUT--ELEMENT--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5052", "SPT2TRAIN-5870", "SPT2TRAIN-6670", "SPT2TRAIN-7143", "SPT2TRAIN-7329", ++ "SPT2TRAIN-7598", ++ "SPT2TRAIN-7753", "SPT2TRAIN-875"

== ontolex:isLexicalizedSenseOf => :LAYOUT--ELEMENT--CONTROLLER\_lexConcept, :LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_2, :LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_3, :LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_4, :LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_5, :LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_6, ++ :LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_7, ++ :LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LAYOUT--ELEMENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-6800", "SPT2TRAIN-7142", "SPT2TRAIN-7328", ++ "SPT2TRAIN-7597", ++ "SPT2TRAIN-7752"

== ontolex:isLexicalizedSenseOf => :LAYOUT--ELEMENT\_lexConcept, :LAYOUT--ELEMENT\_lexConcept\_2, :LAYOUT--ELEMENT\_lexConcept\_3, ++ :LAYOUT--ELEMENT\_lexConcept\_4, ++ :LAYOUT--ELEMENT\_lexConcept\_5

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LAYOUT--ENGINE\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5053", "SPT2TRAIN-5871", "SPT2TRAIN-6671", "SPT2TRAIN-7144", "SPT2TRAIN-7326", ++ "SPT2TRAIN-7599", ++ "SPT2TRAIN-7754", "SPT2TRAIN-876"

== ontolex:isLexicalizedSenseOf => :LAYOUT--ENGINE\_lexConcept, :LAYOUT--ENGINE\_lexConcept\_2, :LAYOUT--ENGINE\_lexConcept\_3, :LAYOUT--ENGINE\_lexConcept\_4, :LAYOUT--ENGINE\_lexConcept\_5, :LAYOUT--ENGINE\_lexConcept\_6, ++ :LAYOUT--ENGINE\_lexConcept\_7, ++ :LAYOUT--ENGINE\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LAYOUT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5050", "SPT2TRAIN-5868", "SPT2TRAIN-6668", "SPT2TRAIN-7140", "SPT2TRAIN-7305", ++ "SPT2TRAIN-7595", ++ "SPT2TRAIN-7750", "SPT2TRAIN-873"

== ontolex:isLexicalizedSenseOf => :LAYOUT\_lexConcept, :LAYOUT\_lexConcept\_2, :LAYOUT\_lexConcept\_3, :LAYOUT\_lexConcept\_4, :LAYOUT\_lexConcept\_5, :LAYOUT\_lexConcept\_6, ++ :LAYOUT\_lexConcept\_7, ++ :LAYOUT\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LCDF\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-14310", ++ "SPT4DAC-720"

== ontolex:isLexicalizedSenseOf => :LCDF\_lexConcept, ++ :LCDF\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LOC--AND--PAS\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-6452", "SPT2TRAIN-6673", "SPT2TRAIN-7146", "SPT2TRAIN-7324", ++ "SPT2TRAIN-7601", ++ "SPT2TRAIN-7756"

== ontolex:isLexicalizedSenseOf => :LOC--AND--PAS\_lexConcept, :LOC--AND--PAS\_lexConcept\_2, :LOC--AND--PAS\_lexConcept\_3, :LOC--AND--PAS\_lexConcept\_4, ++ :LOC--AND--PAS\_lexConcept\_5, ++ :LOC--AND--PAS\_lexConcept\_6

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:LOUDSPEAKER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5054", "SPT2TRAIN-5872", "SPT2TRAIN-6672", "SPT2TRAIN-7145", "SPT2TRAIN-7327", ++ "SPT2TRAIN-7600", ++ "SPT2TRAIN-7755", "SPT2TRAIN-877"

== ontolex:isLexicalizedSenseOf => :LOUDSPEAKER\_lexConcept, :LOUDSPEAKER\_lexConcept\_2, :LOUDSPEAKER\_lexConcept\_3, :LOUDSPEAKER\_lexConcept\_4, :LOUDSPEAKER\_lexConcept\_5, :LOUDSPEAKER\_lexConcept\_6, ++ :LOUDSPEAKER\_lexConcept\_7, ++ :LOUDSPEAKER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:MANAGEMENT--BY--TRACEABILITY--KANBAN--BASED\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPP-8740", -- "SPT2MIG-5245"

== ontolex:isLexicalizedSenseOf => :MANAGEMENT--BY--TRACEABILITY--KANBAN--BASED\_lexConcept, -- :MANAGEMENT--BY--TRACEABILITY--KANBAN--BASED\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-2538", "SPT2TRAIN-2580", "SPT2TRAIN-2767", "SPT2TRAIN-2898", "SPT2TRAIN-3868", "SPT2TRAIN-4669", -- "SPT2TRAIN-3184"

== ontolex:isLexicalizedSenseOf => :MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept, :MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept\_2, :MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept\_3, :MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept\_4, :MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept\_5, :MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept\_6, -- :MDS-----MULTI--DISPLAY--SYSTEM--ALTERNATIVE--NAMING--FOR--TRAIN--DISPLAY--SYSTEM--NOT--YET\_lexConcept\_7

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:MICROPHONE--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5056", "SPT2TRAIN-5874", "SPT2TRAIN-6675", "SPT2TRAIN-7148", "SPT2TRAIN-7322", ++ "SPT2TRAIN-7603", ++ "SPT2TRAIN-7758", "SPT2TRAIN-879"

== ontolex:isLexicalizedSenseOf => :MICROPHONE--CONTROLLER\_lexConcept, :MICROPHONE--CONTROLLER\_lexConcept\_2, :MICROPHONE--CONTROLLER\_lexConcept\_3, :MICROPHONE--CONTROLLER\_lexConcept\_4, :MICROPHONE--CONTROLLER\_lexConcept\_5, :MICROPHONE--CONTROLLER\_lexConcept\_6, ++ :MICROPHONE--CONTROLLER\_lexConcept\_7, ++ :MICROPHONE--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:MICROPHONE\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5055", "SPT2TRAIN-5873", "SPT2TRAIN-6674", "SPT2TRAIN-7147", "SPT2TRAIN-7325", ++ "SPT2TRAIN-7602", ++ "SPT2TRAIN-7757", "SPT2TRAIN-878"

== ontolex:isLexicalizedSenseOf => :MICROPHONE\_lexConcept, :MICROPHONE\_lexConcept\_2, :MICROPHONE\_lexConcept\_3, :MICROPHONE\_lexConcept\_4, :MICROPHONE\_lexConcept\_5, :MICROPHONE\_lexConcept\_6, ++ :MICROPHONE\_lexConcept\_7, ++ :MICROPHONE\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:MODULARITY\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPP-2239", "SPT2ARC-1284", "SPT2MIG-828", -- "SPT2ARC-802"

== ontolex:isLexicalizedSenseOf => :MODULARITY\_lexConcept, :MODULARITY\_lexConcept\_2, :MODULARITY\_lexConcept\_3, -- :MODULARITY\_lexConcept\_4

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-2460", "SPT2TRAIN-2581", "SPT2TRAIN-2768", "SPT2TRAIN-2899", "SPT2TRAIN-3869", "SPT2TRAIN-4670", -- "SPT2TRAIN-3185"

== ontolex:isLexicalizedSenseOf => :OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept, :OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept\_2, :OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept\_3, :OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept\_4, :OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept\_5, :OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept\_6, -- :OMTS-----ON--BOARD--MULTIMEDIA--AND--TELEMATICS--SYSTEM--X2R4--EQUIVALENT--WITH--PASSENGER\_lexConcept\_7

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:ON-BOARD\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAFFIC-11322", ++ "SPT2TRAIN-633"

== ontolex:isLexicalizedSenseOf => :ON-BOARD\_lexConcept, ++ :ON-BOARD\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:OPERATIONAL--ACTIVITY\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPR-2565", -- "SPPR-2023"

== dcterms:subject => :"Railway Infrastructure", <http://dbpedia.org/resource/Rail\_transport>, <https://en.wikipedia.org/wiki/Category:Rail\_infrastructure>, -- :"ARCADIA Method", -- <https://dbpedia.org/page/Arcadia\_(engineering)>, -- <https://en.wikipedia.org/wiki/Arcadia\_(engineering)>

== ontolex:isLexicalizedSenseOf => :OPERATIONAL--ACTIVITY\_lexConcept, -- :OPERATIONAL--ACTIVITY\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:OPERATIONAL--CAPABILITY\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPR-2029", -- "SPPR-2561"

== dcterms:subject => :"Railway Infrastructure", <http://dbpedia.org/resource/Rail\_transport>, <https://en.wikipedia.org/wiki/Category:Rail\_infrastructure>, -- :"ARCADIA Method", -- <https://dbpedia.org/page/Arcadia\_(engineering)>, -- <https://en.wikipedia.org/wiki/Arcadia\_(engineering)>

== ontolex:isLexicalizedSenseOf => :OPERATIONAL--CAPABILITY\_lexConcept, -- :OPERATIONAL--CAPABILITY\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:PIS-----PASSENGER--INFORMATION--SYSTEM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-2459", "SPT2TRAIN-2582", "SPT2TRAIN-2769", "SPT2TRAIN-2900", "SPT2TRAIN-3870", "SPT2TRAIN-4671", -- "SPT2TRAIN-3186"

== ontolex:isLexicalizedSenseOf => :PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept, :PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept\_2, :PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept\_3, :PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept\_4, :PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept\_5, :PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept\_6, -- :PIS-----PASSENGER--INFORMATION--SYSTEM\_lexConcept\_7

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPLI-152", -- "SPLI-1848"

== ontolex:isLexicalizedSenseOf => :POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexConcept, -- :POLARION--WORK--ITEM--OF--TYPE--REFERENCE\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:PRAMS\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-5300", -- "SPPRAMSS-4496"

== ontolex:isLexicalizedSenseOf => :PRAMS\_lexConcept, -- :PRAMS\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:PRESENTATION--LOGIC\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-6818", "SPT2TRAIN-7149", "SPT2TRAIN-7323", ++ "SPT2TRAIN-7604", ++ "SPT2TRAIN-7759"

== ontolex:isLexicalizedSenseOf => :PRESENTATION--LOGIC\_lexConcept, :PRESENTATION--LOGIC\_lexConcept\_2, :PRESENTATION--LOGIC\_lexConcept\_3, ++ :PRESENTATION--LOGIC\_lexConcept\_4, ++ :PRESENTATION--LOGIC\_lexConcept\_5

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:RAILWAY--UNDERTAKING\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPT1RS-1027", "SPT2MIG-826"

== ontolex:isLexicalizedSenseOf => :RAILWAY--UNDERTAKING\_lexConcept, ++ :RAILWAY--UNDERTAKING\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:READER--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5057", "SPT2TRAIN-5875", "SPT2TRAIN-6676", "SPT2TRAIN-7150", "SPT2TRAIN-7321", ++ "SPT2TRAIN-7605", ++ "SPT2TRAIN-7760", "SPT2TRAIN-880"

== ontolex:isLexicalizedSenseOf => :READER--CONTROLLER\_lexConcept, :READER--CONTROLLER\_lexConcept\_2, :READER--CONTROLLER\_lexConcept\_3, :READER--CONTROLLER\_lexConcept\_4, :READER--CONTROLLER\_lexConcept\_5, :READER--CONTROLLER\_lexConcept\_6, ++ :READER--CONTROLLER\_lexConcept\_7, ++ :READER--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:RFID--READER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5058", "SPT2TRAIN-5876", "SPT2TRAIN-6677", "SPT2TRAIN-7151", "SPT2TRAIN-7331", ++ "SPT2TRAIN-7606", ++ "SPT2TRAIN-7761", "SPT2TRAIN-881"

== ontolex:isLexicalizedSenseOf => :RFID--READER\_lexConcept, :RFID--READER\_lexConcept\_2, :RFID--READER\_lexConcept\_3, :RFID--READER\_lexConcept\_4, :RFID--READER\_lexConcept\_5, :RFID--READER\_lexConcept\_6, ++ :RFID--READER\_lexConcept\_7, ++ :RFID--READER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:SECURE--COMPONENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-1447", -- "SPPRAMSS-14720"

== ontolex:isLexicalizedSenseOf => :SECURE--COMPONENT\_lexConcept, -- :SECURE--COMPONENT\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:SERIOUS--ACCIDENT\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-4693", ++ "SPT1RS-1001"

== ontolex:isLexicalizedSenseOf => :SERIOUS--ACCIDENT\_lexConcept, ++ :SERIOUS--ACCIDENT\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:SHARED--CYBERSECURITY--SERVICES\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-1446", -- "SPPRAMSS-14721"

== ontolex:isLexicalizedSenseOf => :SHARED--CYBERSECURITY--SERVICES\_lexConcept, -- :SHARED--CYBERSECURITY--SERVICES\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:SOFT--KEY\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5059", "SPT2TRAIN-5877", "SPT2TRAIN-6678", "SPT2TRAIN-7152", "SPT2TRAIN-7333", ++ "SPT2TRAIN-7607", ++ "SPT2TRAIN-7762", "SPT2TRAIN-882"

== ontolex:isLexicalizedSenseOf => :SOFT--KEY\_lexConcept, :SOFT--KEY\_lexConcept\_2, :SOFT--KEY\_lexConcept\_3, :SOFT--KEY\_lexConcept\_4, :SOFT--KEY\_lexConcept\_5, :SOFT--KEY\_lexConcept\_6, ++ :SOFT--KEY\_lexConcept\_7, ++ :SOFT--KEY\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:STAKEHOLDER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPR-3780", -- "SPPR-5198"

== ontolex:isLexicalizedSenseOf => :STAKEHOLDER\_lexConcept, -- :STAKEHOLDER\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:STANDARD--SECURITY--INTERFACE\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2ARC-1298", ++ "SPT2CE-2353"

== ontolex:isLexicalizedSenseOf => :STANDARD--SECURITY--INTERFACE\_lexConcept, ++ :STANDARD--SECURITY--INTERFACE\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:SWITCH\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5060", "SPT2TRAIN-5878", "SPT2TRAIN-6679", "SPT2TRAIN-7153", "SPT2TRAIN-7317", ++ "SPT2TRAIN-7608", ++ "SPT2TRAIN-7763", "SPT2TRAIN-883"

== ontolex:isLexicalizedSenseOf => :SWITCH\_lexConcept, :SWITCH\_lexConcept\_2, :SWITCH\_lexConcept\_3, :SWITCH\_lexConcept\_4, :SWITCH\_lexConcept\_5, :SWITCH\_lexConcept\_6, ++ :SWITCH\_lexConcept\_7, ++ :SWITCH\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:SYSTEM--UNDER--CONSIDERATION\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-11952", "SPPRAMSS-8882", "SPPRAMSS-98", -- "SPPRAMSS-14742"

== ontolex:isLexicalizedSenseOf => :SYSTEM--UNDER--CONSIDERATION\_lexConcept, :SYSTEM--UNDER--CONSIDERATION\_lexConcept\_2, :SYSTEM--UNDER--CONSIDERATION\_lexConcept\_3, -- :SYSTEM--UNDER--CONSIDERATION\_lexConcept\_4

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:THREAT--LANDSCAPE\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-13942", -- "SPPRAMSS-7414", -- "SPPRAMSS-9642"

== ontolex:isLexicalizedSenseOf => :THREAT--LANDSCAPE\_lexConcept, -- :THREAT--LANDSCAPE\_lexConcept\_2, -- :THREAT--LANDSCAPE\_lexConcept\_3

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:TOUCH--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5061", "SPT2TRAIN-5879", "SPT2TRAIN-6680", "SPT2TRAIN-7154", "SPT2TRAIN-7319", ++ "SPT2TRAIN-7609", ++ "SPT2TRAIN-7764", "SPT2TRAIN-884"

== ontolex:isLexicalizedSenseOf => :TOUCH--CONTROLLER\_lexConcept, :TOUCH--CONTROLLER\_lexConcept\_2, :TOUCH--CONTROLLER\_lexConcept\_3, :TOUCH--CONTROLLER\_lexConcept\_4, :TOUCH--CONTROLLER\_lexConcept\_5, :TOUCH--CONTROLLER\_lexConcept\_6, ++ :TOUCH--CONTROLLER\_lexConcept\_7, ++ :TOUCH--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:TOUCH--PANEL\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-6801", "SPT2TRAIN-7157", "SPT2TRAIN-7315", ++ "SPT2TRAIN-7612", ++ "SPT2TRAIN-7767"

== ontolex:isLexicalizedSenseOf => :TOUCH--PANEL\_lexConcept, :TOUCH--PANEL\_lexConcept\_2, :TOUCH--PANEL\_lexConcept\_3, ++ :TOUCH--PANEL\_lexConcept\_4, ++ :TOUCH--PANEL\_lexConcept\_5

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:TRAFFIC--MANAGEMENT--SYSTEM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPLI-1343", "SPLI-141", "SPT2TS-1822", -- "SPT2MIG-829"

== ontolex:isLexicalizedSenseOf => :TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept, :TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_2, :TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_3, -- :TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_4

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPRAMSS-11110", -- "SPPRAMSS-11121"

== ontolex:isLexicalizedSenseOf => :TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexConcept, -- :TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5063", "SPT2TRAIN-5881", "SPT2TRAIN-6682", "SPT2TRAIN-886", -- "SPT2TRAIN-7156"

== ontolex:isLexicalizedSenseOf => :TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept, :TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_2, :TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_3, :TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_4, -- :TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_5

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:TRAIN--DISPLAY--SYSTEM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5062", "SPT2TRAIN-5880", ++ "SPT2TRAIN-611", "SPT2TRAIN-6681", "SPT2TRAIN-7155", "SPT2TRAIN-7313"

== ontolex:isLexicalizedSenseOf => :TRAIN--DISPLAY--SYSTEM\_lexConcept, :TRAIN--DISPLAY--SYSTEM\_lexConcept\_2, :TRAIN--DISPLAY--SYSTEM\_lexConcept\_3, :TRAIN--DISPLAY--SYSTEM\_lexConcept\_4, :TRAIN--DISPLAY--SYSTEM\_lexConcept\_5, ++ :TRAIN--DISPLAY--SYSTEM\_lexConcept\_6

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:TRAIN--PREPARATION\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => ++ "SPT1RS-1043", "SPT4DAC-541"

== ontolex:isLexicalizedSenseOf => :TRAIN--PREPARATION\_lexConcept, ++ :TRAIN--PREPARATION\_lexConcept\_2

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:VIEW--CONTROLLER\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5065", "SPT2TRAIN-5883", "SPT2TRAIN-6684", "SPT2TRAIN-7159", "SPT2TRAIN-7311", ++ "SPT2TRAIN-7614", ++ "SPT2TRAIN-7769", "SPT2TRAIN-888"

== ontolex:isLexicalizedSenseOf => :VIEW--CONTROLLER\_lexConcept, :VIEW--CONTROLLER\_lexConcept\_2, :VIEW--CONTROLLER\_lexConcept\_3, :VIEW--CONTROLLER\_lexConcept\_4, :VIEW--CONTROLLER\_lexConcept\_5, :VIEW--CONTROLLER\_lexConcept\_6, ++ :VIEW--CONTROLLER\_lexConcept\_7, ++ :VIEW--CONTROLLER\_lexConcept\_8

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:VIEW\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPT2TRAIN-5064", "SPT2TRAIN-5882", "SPT2TRAIN-6683", "SPT2TRAIN-7158", "SPT2TRAIN-7309", ++ "SPT2TRAIN-7613", ++ "SPT2TRAIN-7768", "SPT2TRAIN-887", "SPT2TS-1438"

== ontolex:isLexicalizedSenseOf => :VIEW\_lexConcept, :VIEW\_lexConcept\_2, :VIEW\_lexConcept\_3, :VIEW\_lexConcept\_4, :VIEW\_lexConcept\_5, :VIEW\_lexConcept\_6, :VIEW\_lexConcept\_7, ++ :VIEW\_lexConcept\_8, ++ :VIEW\_lexConcept\_9

### ontorail:ontolex:LexicalSense lex\_sp-defs-251007:WORK--ITEM\_lexSense modifications from lex\_sp-defs-250627:

== dcterms:identifier => "SPPR-2640", -- "SPP-2894"

== ontolex:isLexicalizedSenseOf => :WORK--ITEM\_lexConcept, -- :WORK--ITEM\_lexConcept\_2

## ontolex:LexicalConcept entities

### ontorail:ontolex:LexicalConcept 4 cosmetic changes have been skipped

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ACCIDENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Accident’ means an unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions; derailments; level crossing accidents; accidents to persons involving rolling stock in motion; fires and others.", -- "‘accident’ means an unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions; derailments; level crossing accidents; accidents to persons involving rolling stock in motion; fires and others;\n\n[SOURCE: SPPRAMSS-337 - [Directive (EU) 2016/798] Article 3 Definitions (11) ]"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ADAPTOR\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "In the scope of CCS migration, an adaptor is defined as a logical component ensuring compatibility between harmonised SERA and legacy non-SERA components. Its use can be necessary for integrating and operating harmonised SERA components of the System Pillar Reference Architecture in a legacy environment.\n\n\n\nThe purpose of an adaptor is translating information by converting, reducing or enriching data. \n\nAn adaptor can ingest input from one or multiple components and provide output to one or multiple other components. \n\n\n\nAs a logical component, the adaptor can be implemented in existing legacy systems or in separated to be developed new physical components.\n\n\n\nExample: An SCI-OP adaptor translates information from a legacy TMS to a harmonised PES and vice versa.", -- "In the scope of CCS migration, an adapter is defined as a logical component ensuring compatibility between harmonised SERA and legacy non-SERA components. Its use can be necessary for integrating and operating harmonised SERA components of the System Pillar Reference Architecture in a legacy environment.\n\n\n\nThe purpose of an adapter is translating information by converting, reducing or enriching data. \n\nAn adapter can ingest input from one or multiple components and provide output to one or multiple other components. \n\n\n\nAs a logical component, the adapter can be implemented in existing legacy systems or in separated to be developed new physical components.\n\n\n\nExample: An SCI-OP adapter translates information from a legacy TMS to a harmonised PES and vice versa."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ADVANCED--SAFE--TRAIN--POSITIONING--ASTP\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Advanced Safe Train Positioning (ASTP) is a CCS onboard interoperability constituent, separated from the ERTMS/ETCS on-board equipment by fully standardized interfaces with all connected systems. ASTP shall perform functions for safety relevant applications and be the only source of odometry information in the CCS-OB.\n\n\n \n\n\n The main ASTP functionalities interfacing with other onboard systems, are: \n\n\n \n\n\n\* provision of Odometry information\n\n\* identification of all potential virtual Reference Location(s) \n\n\* provision of 3D kinematic information", -- "Advanced Safe Train Positioning (ASTP) is a CCS onboard interoperability constituent, separated from the ERTMS/ETCS on-board equipment by fully standardized interfaces with all connected systems. ASTP shall perform functions for safety relevant applications and be the only source of odometry information in the CCS-OB.\n\n\n \n\n\n The main ASTP functionalities interfacing with other onboard systems, are: \n\n\n \n\n \n\n\* provision of Odometry information\n \n\n\* identification of all potential virtual Reference Location(s) \n \n\n\* provision of 3D kinematic information"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:APPLICATION--CONDITION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ Application conditions are specific conditions imposed on external entities that interact with the system under consideration. They are also precise requirements about the environment and use of the system under consideration in its application. The following list contains examples for application conditions:\n\n \n\n\n\* skills of maintenance people that need{comment:24} to be trained\n\n\* operators of the system\n\n\* requirements about the physical environment \n\n\* maintenance processes ("exported constraint, relevant for users"). \n\n\* physical needs\n\n\* temperatures of server rooms\n\n\* engineering rules\n\n\* precautions in installation and testing\n\n\* rules and methods for maintenance and fault-finding \n\n\* safety-related ones (SRAC) and RAM-related ones (RAM RAC)\n\n\n Note: Application Conditions shall not be used to export requirements to another system or subsystem. If something is expected from another level 3 system or subsystem, it shall first go through ARC domain who will derive it.{comment:111} This ensures clear entry points for subsystems, improve completeness of analysis by considering the big picture when more than one sub-system is involved.\n\n\n\nAddtional note: External should be more specific in the frame of System Pillar. This could be external to system level 2 (so external to CCS and TMS etc.). This to avoid having subsystems (system level 3 and higher) exporting requirements to each other instead of having them clearly defined at global system with appropriate system analysis. In the context of System Pillar, "external" has to be understood as "external to CCS system" for tasks/domains, system level or analysis phase (OA, SA, LA or PA).\n\n {comment:33} """, -- """ Application conditions are specific conditions imposed on external entities that interact with the system under consideration. They are also precise requirements about the environment and use of the system under consideration in its application. The following list contains examples for application conditions:\n\n \n\n \n\n\* skills of maintenance people that need{comment:24} to be trained\n \n\n\* operators of the system\n \n\n\* requirements about the physical environment \n \n\n\* maintenance processes ("exported constraint, relevant for users"). \n \n\n\* physical needs\n \n\n\* temperatures of server rooms\n \n\n\* engineering rules\n \n\n\* precautions in installation and testing\n \n\n\* rules and methods for maintenance and fault-finding \n \n\n\* safety-related applications (SRAC) and RAM-related ones (RAM RACs)\n\n\n\n Note: In the context of System Pillar, "external" has to be understood as "external to CCS system" for all/any task/domain, system level or analysis phase (OA, SA, LA or PA). Application Conditions shall not be used to export requirements to another system or subsystem. If something is expected from another level 3 system or subsystem, it shall first go through ARC domain who will derive it.{comment:111} This ensures clear entry points for subsystems, improve completeness of analysis by considering the big picture when more than one sub-system is involved.\n\n\n\nExternal should be more specific in the frame of System Pillar. This could be external to system level 2 (so external to CCS+TMS+...). This to avoid having subsystems (SL>=3) exporting requirements to each other instead of having them clearly defined at global system with appropriate system analysis.\n\n {comment:33} """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ARC--HITECTURE--A--NALYSIS--AND--D--ESIGN--I--NTEGRATED--A--PPROACH\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Arc{comment:3}hitecture Analysis & Design Integrated Approach (ARCADIA) is a system and software architecture engineering method based on architecture-centric and model-driven engineering activities. A short description of the method can be found here. Main resources about ARCADIA can be found on the official website: https://www.eclipse.org/capella/arcadia-reference.html \n\n\n\n ARCADIA uses four layers to develop and model a system:\n\n \n\n\n\* Operational Analysis - what the users of the system need to accomplish\n\n\* System Need Analysis{comment:4} - what the system has to accomplish for the user\n\n\* Logical Architecture - How the system will work to fulfil expectations\n\n\* Physical Architecture - How the system will be developed and built\n\n\n \n\n (image: 3-1-screenshot-20230107-163323.png) \n\nFigure {caption:Figure} Figure Four perspectives of Arcadia [Arcadia web : https://www.eclipse.org/capella/arcadia.html ]", -- "Arc{comment:3}hitecture Analysis & Design Integrated Approach (ARCADIA) is a system and software architecture engineering method based on architecture-centric and model-driven engineering activities. A short description of the method can be found here. Main resources about ARCADIA can be found on the official website: https://www.eclipse.org/capella/arcadia-reference.html \n\n\n\n ARCADIA uses four layers to develop and model a system:\n\n \n\n \n\n\* Operational Analysis - what the users of the system need to accomplish\n \n\n\* System Need Analysis{comment:4} - what the system has to accomplish for the user\n \n\n\* Logical Architecture - How the system will work to fulfil expectations\n \n\n\* Physical Architecture - How the system will be developed and built\n\n\n\n \n\n (image: 3-1-screenshot-20230107-163323.png) \n\nFigure {caption:Figure} Figure Four perspectives of Arcadia [Arcadia web : https://www.eclipse.org/capella/arcadia.html ]"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ARCHITECTURE--TRADEOFF--ANALYSIS--METHOD\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Architecture Tradeoff Analysis Method", -- "Architecture Tradeoff Analysis Method{comment:4}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:AREA--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Area Controller manages areas for the View.", -- "Area Controller\n\n\n The Area Controller manages areas for the View."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:AUTOMATIC--TRAIN--OPERATION\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Automatic Train Operation", -- "Automatic Train Operation is technology for automating the operation of trains. The degree of the automatisation is shown by the Grade of Automatation (GoA).\nGoA0: train operating on-sight, no automation\nGoA1: train operating manual, train driver controls starting, stopping, passenger service functions as opening and closing doors and handling emergency. Train protection systems like ETCS L1 in place.\nGoA2: train operating semi-automatic. Starting and stopping automated using advanced train protection systems like ETCS L2 or 3, driver operates passenger service functions and handles emergencies\nGoA3: driverless train operation. Starting and stopping automated, service staff operates passenger service functions and handles emergencies\nGoA4: unattended train operation. All operations are fully automated without any on-train staff"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:BIOMETRIC--READER\_lexConcept\_5 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Device that reads the identity of a person by comparing some attributes of their physiological being or behavioral traits against a sample database. This reader permits the authentication of the actor.", -- "Device that reads the identity of a person by comparing some attribute of their \n\n physiological being or behavioral traits against a sample database. This reader permits the authentication of the actor."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:BIOMETRIC--READER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Device that reads the identity of a person by comparing some attributes of their physiological being or behavioral traits against a sample database. This reader permits the authentication of the actor.", -- "Biometric Reader\n\n\n Device that reads the identity of a person by comparing some attribute of their \n\n\n physiological being or behavioral traits against a sample database. This reader permits the authentication of the actor."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:BUILDING--BLOCK--CONFIGURATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Data for a Building Block, see Configuration Update Concept of Transversal.", -- """ A BuildingBlockConfiguration (BBC) is a node on a layer within the configuration dependency tree. \n\nIt must be uniquely identifiable within the system as bbcId.\n\nOn the lower levels of the dependency trees the bbcIds are assigned by the supplier - for example by imprinting the structure of configurable items into a sourceable physical unit.\n\nA BBC may contain a configurationFile artifact and dependencies to other BBCs.\n\nOne Building BlockConfiguration (BBC) has exactly one configuration.json file (and an additional configurationSafe.json if it is a safe BBC).\n\nBBCs that itself have no further dependencies in their configuration.json file are the Lowest Updatable Units (LUU - can be updated on its own).\n\nBBCs that are updatable must provide a corresponding configurationFile (payload).\n\nBBCs that are updatable need an endpoint described in the "configuration.json" file.\n\nThat BBC endpoint can be accessed using a protocol capable of file transfer (e.g. opc ua). """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:BUILDING--BLOCK\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A BuildingBlock is a logical unit of the system that is bound to a sourceable physical equipment by means of a Basic Data Identifier having:\n\n \n\n\n\* standardised functionality or aggregates standard functionality it depends on\n\n\* may have standardised PRAMS requirements (including Tolerable Functional Failure Rate [TFFR]\n\n\* may have Safety Integrity Levels [SIL] for functions within the system border and Safety Related Application Conditions [SRAC])\n\n\* standardised cyber security requirements (including Security Level [SL] based on the security requirements, and Security Related Application Conditions [SRAC])\n\n\* may have (on lower levels) standardised interfaces (on all OSI Layers) towards other Building Blocks and/or external systems. \n\n\nOne equipment can host several BuildingBlocks (e.g in the case of a MultiObjectController) and may be separately sourceable from different suppliers and capable of being integrated by a third party (integrator).\n\nA BuildingBlock is configured by one or more BuildingBlockConfigurations.\n\n \n\nA BuildingBlock must have an unique identifier called bbId (that could be a technical system or subsystem identifier). \n\nThe bbIds are assigned by the integrator and are transferred to another physical unit in case of replacement.\n\nEach bbId must be unique.", -- "{comment:33}\n\nA building block is a sourceable unit of the CCS system (hardware and/or software), having standardised functionality, standardised performance (RAM), standardised safety (including Tolerable Functional Failure Rate [TFFR], Safety Integrity Level [SIL] and Safety Related Application Conditions [SRAC]), standardised security and standardised interfaces towards other building blocks and/or external systems.\n\nA building block can also be defined as a standardised module. {comment:158}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:BUTTON\_lexConcept\_5 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A Hard Key allocated to a dedicated system on a cab. It's designed with a dedicated SIL. It allows a selection from two states and keeps one state as long as it is pressed.", -- "A Hard Key allocated to a dedicated system on a cab. It's designed with a dedicated SIL level. It allows a selection from two states and keeps one state as long as it is pressed."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:BUTTON\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A Hard Key allocated to a dedicated system on a cab. It's designed with a dedicated SIL. It allows a selection from two states and keeps one state as long as it is pressed.", -- "Button\n\n\n A Hard Key allocated to a dedicated system on a cab. It's designed with a dedicated SIL level. It allows a selection from two states and keeps one state as long as it is pressed."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:BUZZER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Electrical device that makes a buzzing noise and is used to provide an audible warning.", -- "Buzzer\n\n Electrical device that makes a buzzing noise and is used to provide an audible warning."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CCS--SYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The control command and signalling (CCS) system covers signalling, train control, positioning equipment and telecommunications. {comment:1}", -- "The control command and signalling (CCS) system covers signalling, train control, positioning equipment and telecommunications."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CCS\_TMS--EXTENDED--ERA--ONTOLOGY--CCS\_TMS--DATA--MODEL\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The CCS/TMS Extended ERA Ontology and its derived CCS/TMS Data Model{comment:91} defines the harmonised data language for configuration, communication and diagnostics interfaces within ERJU System Pillar architecture. The Transversal CCS domain is responsible for the specification of the CCS/TMS Data Model in collaboration with\n\n \n\n\n\* the System Pillar domains, which apply the defined data structures in interface specifications\n\n\* the Innovation Pillar, which proves the applicability of the data model by incorporating it into flagship program demonstrators.", -- "The CCS/TMS Extended ERA Ontology and its derived CCS/TMS Data Model{comment:91} defines the harmonised data language for configuration, communication and diagnostics interfaces within ERJU System Pillar architecture. The Transversal CCS domain is responsible for the specification of the CCS/TMS Data Model in collaboration with\n\n \n\n \n\n\* the System Pillar domains, which apply the defined data structures in interface specifications\n \n\n\* the Innovation Pillar, which proves the applicability of the data model by incorporating it into flagship program demonstrators."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CHANGE--REQUEST\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A formal request to modify existing software to correct an issue, add new functionality, or comply with updated standards or operational requirements.", -- "PROPOSAL what to change where. Shall normally be linked to an Isse."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CO-OPERATIVE--SHORTENING--OF--MA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Co-operative Shortening of MA is a special procedure between Traffic CS and Train CS to shorten a given Movement Authority.", -- "Co-operative Shortening of MA is a special procedure between Traffic CS and Train CS to shorten a given Movement Authority.{comment:15}{comment:27}{comment:35}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:COMPUTING--PLATFORM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Computing Platform provides and manages computing resources and communication resources for functional systems (specialised IO are not included). It contains CP hardware (physical computing element(s) and communication hardware) and CP software (virtualisation environment and platform management).\n\n\n\nNote: The CP shows an abstract view and may contains several PCEs.", -- "The Computing Platform provides and manage computing resources and communication resources for functional systems (specialised IO are not included). It contains CP hardware (physical computing element(s), communication hardware) and CP software ( virtualisation environment and platform management)."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CONFIGURATION--DATA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The (CCS/TMS) Configuration Data refers to a conglomerate of different configuration data required for CCS/TMS systems. These can be broadly classified as SPT2TS-127773 - Application Configuration Data, SPT2TS-127774 - System Configuration Data and SPT2TS-127775 - Software Configuration Data. CCS/TMS Configuration Data is provided via the configuration interface to the CCS/TMS Systems. The configuration data is assumed static within a version and changes occur only when there is a version change or increase, opposite to dynamic data, which may change within a configuration version of the system.", -- "The (CCS/TMS) Configuration Data refers to a conglomerate of different configuration data required for CCS/TMS systems. These can be broadly classified as SPT2TS-127773 - Application Configuration Data and SPT2TS-127774 - System Configuration Data. CCS/TMS Configuration Data is provided via the configuration interface to the CCS/TMS Systems. The configuration data is assumed static within a version and changes occur only when there is a version change or increase, opposite to dynamic data, which may change within a configuration version of the system."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CONFIGURATION--REPOSITORY\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ The Configuration Repository System is a repository to store SPT2TS-127779 - Configuration Data.\n\nRepositories could access other repositories to add missing items recursively. For this reason, different repositories can exist {comment:40} on the operator level (IM/RU) storing the SPT2TS-127776 - Infrastructure data or SPT2TS-127777 - Vehicle data and it could be also on the level of the integrator/ supplier storing SPT2TS-127775 - Software Configuration Data. \n\n\n\nNote: The Configuration Repository is also referred to as "Digital Registry", in the context of single source of truth for CCS/TMS subsystem configuration data. However, the term "Digital Registry" is avoided since it collides with different meanings and expectations within the overall architecture (e.g. DR for runtime operations, which is not the case here).\n\n\n\nNote: According to the Logical Concept for Configuration (SMI V3), the BuildingBlockConfigurations (BBC, data item) must conform to the directory structure or REST API structure defined in configuration logical concept, including structure, (intransparent) payload and configuration.json and configurationSafe.json according to the schema defined. """, -- """ The Configuration Repository System is a repository to store SPT2TS-127779 - Configuration Data.\n\nRepositories could access other repositories to add missing items recursively. For this reason, different repositories can exist {comment:40} on the operator level (IM/RU) storing the SPT2TS-127776 - Infrastructure data or SPT2TS-127777 - Vehicle data and it could be also on the level of the integrator/ supplier storing SPT2TS-127775 - Software Configuration Data. \n\n\n\nNote: The Configuration Repository is also referred to as "Digital Registry", in the context of single source of truth for CCS/TMS subsystem configuration data. However, the term "Digital Registry" is avoided since it collides with different meanings and expectations within the overall architecture (e.g. DR for runtime operations, which is not the case here).\n\n\n\nNote: According to the Logical Concept for Configuration (SMI+), the BuildingBlockConfigurations (BBC, data item) must conform to the directory structure or REST API structure defined in configuration logical concept, including structure, (intransparent) payload and configuration.json and configurationSafe.json according to the schema defined. """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CONSIST\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A consist is a rail vehicle or a sequence of coupled rail vehicles.", -- "A consist is a rail vehicle or a sequence of coupled rail vehicles. {comment:11}{comment:46}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CONTROLLER--UNIT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Controller Unit is a hardware component which embeds logical controller(s). There may be only one Hardware or distributed to several HMI Elements.{comment:54}", -- "The Controller Unit is a hardware component which embeds logical controller(s). There may be only one Hardware or distributed to several HMI elements."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:CONTROLLER--UNIT\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Controller Unit is a hardware component which embeds logical controller(s). There may be only one Hardware or distributed to several HMI elements.", -- "Controller Unit\n\n\n The Controller Unit is a hardware component which embeds logical controller(s). There may be only one Hardware or distributed to several HMI elements."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:COUPLING--SPEED\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Coupling speed is appropriated speed for a successful coupling. It is determined by the vehicle manufacturer in cooperation with the Railway Undertaking to avoid damages during coupling as well as an unnecessary slow approach.{comment:3}", -- "Coupling speed is appropriated speed for a successful coupling. It is determined by the vehicle manufacturer in cooperation with the Railway Undertaking to avoid damages during coupling as well as an unnecessary slow approach.{comment:25}{comment:97}{comment:3}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DAC--CU\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "\* The DAC CU is currently not installed in the couplers due to issues related to acceleration and vibration.\n\n\* DAC CU could manage uncoupling command.\n\n\* The DAC CU itself should also be standardized, especially concerning the junction interface. Suppliers are currently being consulted to deliver a standardized solution, rather than custom components, to ensure future plug-and-play compatibility. This standardization is essential to ensure safety features are maintained and aligned with SIL2 expectations.", -- "\* The DAC CU is currently not installed in the couplers due to issues related to acceleration and vibration.\n \n\n\* DAC CU could manage uncoupling command.\n \n\n\* The DAC CU itself should also be standardized, especially concerning the junction interface. Suppliers are currently being consulted to deliver a standardized solution, rather than custom components, to ensure future plug-and-play compatibility. This standardization is essential to ensure safety features are maintained and aligned with SIL2 expectations."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DATA--PREPARATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The external actor Data Preparation is responsible to prepare (import, validate, and compile) SPT2TS-127779 - Configuration Data for application in CCS Systems. This could be on the IM, RU, Supplier or integrator level. \n\n\n\nNote: The required engineering data and linked rules for data preparation need to be allocated to this external actor. In addition, the interface between an Engineering Process and a Repository is specified in System Pillar TCCS/CONEMP. Consequently, the output or result of a tool-support engineering process is standardized for the configured CCS/TMS systems.", -- "The external actor Data Preparation is responsible to prepare (import, validate, and compile) SPT2TS-127779 - Configuration Data for application in CCS Systems. This could be on the IM, RU, Supplier or integrator level. \n\n\n\nNote: The required engineering data and linked rules for data preparation need to be allocated to this external actor. In addition, the interface between an Engineering Process and a Repository is specified in System Pillar TCCS. Consequently, the output or result of a tool-support engineering process is standardized for the configured CCS/TMS systems."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DEFINITION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Glossary entry. See: Definitions", -- "Definition:\n\n\n\n \n\n\* The Pass Movement Event Constraint define a point in time that must be reached to trigger the DPSGroupState-Request.\n \n\n\* The Pass Movement Event Constraint is only calculated, if there is Movement Event of type PASS (Operational Plan Movement) planned between the calculated Pass Position Constraint and the specific DPSGroup.\n \n\n\* The Pass Movement Event Constraint replaces the Pass Position Constraint for a specific DPSGroupState-Request."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESIGN--SAFETY--CASE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ The Design Safety Case gives evidence to the design for a product or application done in Phase 1 to 5. The Design Safety Case will:\n\n \n\n\n\* fulfil the requirements of Phase 4 (including validation report) and integrated in a modular architecture in Phase 5, \n\n\* define the SuC and its interfaces and must comply thereby to a harmonised reference architecture (e.g. "System Pillar Reference Architecture"):\n\n \* functional allocation, \n\n \* interfaces description,\n\n \* standardised tests activities (e.f. test benches, procedures),\n\n \* allocation of safety requirements (e.g. TFFR, SRAC)\n\n\* be presented to the ISA for a first statement,\n\n\* be reused for further generic product safety cases or generic/specific safety cases,\n\n\* evolve along the whole lifecycle of the SuC design,\n\n\* cover the Safety Management topics in the EU-Rail Standardisation and TSI Input Plan (STIP). """, -- """ The Design Safety Case gives evidence to the design for a product or application done in Phase 1 to 5. The Design Safety Case will:\n\n\n \n\n \n\n\* fulfil the requirements of Phase 4 (including validation report) and integrated in a modular architecture in Phase 5, \n \n\n\* define the SuC and its interfaces and must comply thereby to a harmonised reference architecture (e.g. "System Pillar Reference Architecture"):\n \n \n\n \* functional allocation, \n \n\n \* interfaces description,\n \n\n \* standardised tests activities (e.f. test benches, procedures),\n \n\n \* allocation of safety requirements (e.g. TFFR, SRAC)\n \n \n\n\* be presented to the ISA for a first statement,\n \n\n\* be reused for further generic product safety cases or generic/specific safety cases,\n \n\n\* evolve along the whole lifecycle of the SuC design,\n \n\n\* cover the Safety Management topics in the EU-Rail Standardisation and TSI Input Plan (STIP). """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--AREA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Desk Area is a location attribute (left, center...) associated to HMI Element for {comment:55}Display Computing Unit to allocate elements to a View.", -- "Desk Area is a location attribute (left, center...) associated to HMI Element for TDS Controller to allocate elements to a View."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--AREA\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Desk Area is a location attribute (left, center...) associated to HMI Element for MDS Controller to allocate elements to a View.", -- "Desk Area is a location attribute (left, center...) associated to HMI Element for TDS Controller to allocate elements to a View."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--AREA\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Desk Area is a location attribute (left, center...) associated to HMI Element for TDS Controller to allocate elements to a View.", -- "Desk Area\n\n Desk Area is a location attribute (left, center...) associated to HMI Element for TDS Controller to allocate elements to a View."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--DISPLAY--AREA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Desk Display Area identifies the desk controlled by MDS (in case of multiple cabins controlled only by one MDS such as locomotive or centralised integration).", -- "The Desk Display Area identifies the desk controlled by TDS (in case of multiple cabins controlled only by one TDS such as locomotive or centralised integration)."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--DISPLAY--AREA\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Desk Display Area identifies the desk controlled by MDS (in case of multiple cabins controlled only by one MDS such as locomotive or centralised integration).", -- "The Desk Display Area identifies the desk controlled by TDS (in case of multiple cabins controlled only by one TDS such as locomotive or centralised integration)."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--DISPLAY--AREA\_lexConcept\_3 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Desk Display Area identifies the desk controlled by TDS (in case of multiple cabins controlled only by one TDS such as locomotive or centralised integration).", -- "A Zone displaying a piece of visual information of particular system and defined by a size (in cells) and an absolute position (x ,y, z axes). It is more commonly named Area in this specification."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--DISPLAY--AREA\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Desk Display Area identifies the desk controlled by TDS (in case of multiple cabins controlled only by one TDS such as locomotive or centralised integration).", -- "{comment:88}A Zone displaying a piece of visual information of a particular system and defined by a size (in cells) and an absolute position (x ,y, z axes). It is more commonly named Area in this specification.{comment:125} The Desk Display Area identifies the desk controlled by TDS (in case of multiple cabins controlled only by one TDS such as locomotive or centralised integration).{comment:204}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK--DISPLAY--AREA\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "{comment:88}A Zone displaying a piece of visual information of a particular system and defined by a size (in cells) and an absolute position (x ,y, z axes). It is more commonly named Area in this specification.{comment:125} The Desk Display Area identifies the desk controlled by TDS (in case of multiple cabins controlled only by one TDS such as locomotive or centralised integration).{comment:204}", -- "Desk Display Area\n\n\n A Zone displaying a piece of visual information of particular system and defined by a size (in cells) and an absolute position (x ,y, z axes). It is more commonly named Area in this specification."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK\_lexConcept\_3 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n \*(set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …)", -- "Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n \n\n \*set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n \*(set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …)", -- "Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n \n\n \*set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK\_lexConcept\_5 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n \n\n \*set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …", -- "Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n \n\n \*set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …Desk"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DESK\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n \n\n \*set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …", -- "Desk\n\n\n Inside a cab, the set of operating controls\*, which is dedicated to preferred movements in a given direction (i.e. forward movements, in which visibility from the cab is provided to the driver).\n\n\n Exception: some single cab locomotives are fitted with one single desk, allowing normal movements in both directions.\n\n\n \n\n\n \*set of operating controls: screens, buttons, traction/brake lever, direction controller, radio control, switches, …Desk"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DIGITAL--REGISTER-----INFRASTRUCTURE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Digital Register Infrastructure (DR-I) is a database managing and providing static infrastructure data as central service.\n\n The data exchange between Traffic CS and this database is based on the Standard Maintenance Interface SMI-xx (e.g. prepared by EULYNX) via the subsystem Configuration.", -- "The Digital Register Infrastructure (DR-I) is a database managing and providing static infrastructure data as central service.\n\n The data exchange between Traffic CS and this database is based on the EULYNX Standard Maintenance Interface SMI-xx via the subsystem Configuration (MDM)."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DISPLAY--COMPUTING--UNIT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Computing Hardware that contains {comment:49}a real time operating system, virtualization software and virtual containers for the parallel applications. This hardware shall be generic to be interchangeable.{comment:7}(Software in DCU will be application specific).", -- "Computing Hardware that contains an real time operating system, virtualization software and virtual containers for the parallel applicactions. This hardware shall be generic to be interchangeable."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DISPLAY--MANAGER\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Is the interface to the Display Controller and synchronising all status and data informations of all business applications for the Display Units.", -- "Is the interface to the Display HW Controller and synchronising all status and data informations of all business applications for the Display Units."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DISPLAY--PANEL\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Glass (LCD) showing pixels without controller.", -- "Display Panel\n\n Glass (LCD) showing pixels without controller."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DOMAIN--MODEL\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Entity Relationship Model (ER Model or ERM) of entities (Domain Objects) and their relations within the railway Traffic CS domain.\n\nConcept: ETPS Specification patterns - Detail, Domain Model, Safety Rules", -- "ER Model of the objects of the application domain (Traffic CS).\n\n\n\nHint: Due to the scope of Traffic CS concepts and specifications, it is located in the Analysis Model. The Design Model is out of interest (left to the supplier) and might have a different Domain Model."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DOMAIN--NAME--SYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "implicit-from-entry-label: Domain Name System", -- "Domain Name System"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DOMAIN--OBJECT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A Domain Object is an instance of a type of entities from the Domain Model. Entities are part of the Domain Model if they are of interest for Traffic CS. They are usually described by properties which are relevant. Irrelevant properties are not considered. Therefore, it is a model or abstract view on reality.\n\nDomain Objects can exist for real-world objects like trains or Trackside Assets and control objects like Movement Permissions.", -- "Object (entity) in the Domain Model."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:DWELL--TIME\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Waiting time between the arrival and estimated departure time of a train at stop.", -- "Time during which a train is stopped at a Stopping Point, it means the time period between wheel stop\n\nand wheel start.{comment:56}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EMERGENCY--TRAIN--TREATMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The emergency treatment is the CCS or TMS decision making tool dealing with trains in relationship to emergency location. The objective is to improve the emergency alarm call in FRMCS using location info allowing immediately to decide about the behavior of trains in or approaching to an area of emergency depending on the positions (topology): trains moving away from the emergency should move on, the MA of trains approaching with enough distance shall switch to an adapted MA (OS or shortened MA / CES), trains approaching with less/not enough distance shall have an unconditional emergency stop (UES).{comment:136}", -- "The emergency treatment is the CCS or TMS decision making tool dealing with trains in relationship to emergency location. The objective is to improve the emergency alarm call in FRMCS using location info allowing immediately to decide about the behavior of trains in or approaching to an area of emergency depending on the positions (topology): trains moving away from the emergency should move on, the MA of trains approaching with enough distance shall switch to an adapted MA (OS or shortened MA / CES), trains approaching with less/not enough distance shall have an unconditional emergency stop (UES)."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ENGINEERING--DATA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Engineering Data is the validated data enabling the generation of Configuration Data during product configuration.{comment:146}\n\nThe Engineering Data (aka Configuration Input Data) is created based on the SPT2TS-125758 - Engineering Input Data but generic (IM-unspecific). Typically, the data are not adapted to cope with specific views demanded by different Consuming Systems. The Engineering Data contains all the base data (i.e., track topology and topography) for deriving the Configuration Data during the compilation process.{comment:147}{comment:145} Besides providing base data for the Configuration Data generation, the Engineering Data shall also cover the needs for the configuration of Consuming Systems (e.g., Parameter Data). The Engineering Data must fulfil engineering rules that are influenced by the requirements of the Configuration Data for the Consuming Systems.\n\n The Engineering Data contains only the updated resulting data (i.e., not several variants/versions of the same track) that is needed for the next compiling and provisioning of Configuration Data and operation at a certain point in time in the Consuming Systems.{comment:144}", -- "The Engineering Data (aka Configuration Input Data) is created based on the SPT2TS-125758 - Engineering Input Data but generic (IM-unspecific). Typically, the data are not adapted to cope with specific views demanded by different Consuming Systems. The Engineering Data contains all the base data (i.e., track topology and topography) for deriving the Configuration Data during the compilation process. Besides providing base data for the Configuration Data generation, the Engineering Data shall also cover the needs for the configuration of Consuming Systems (e.g., Parameter Data). The Engineering Data must fulfil engineering rules that are influenced by the requirements of the Configuration Data for the Consuming Systems.\n\n The Engineering Data contains only the updated resulting data (i.e., not several variants/versions of the same track) that is needed for the next compiling and provisioning of Configuration Data and operation at a certain point in time in the Consuming Systems."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ENGINEERING--INPUT--DATA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Refers to data from Infrastructure Manager (IM) specific digital sources required for engineering, such as: \n\n\n\* Track layout (nominal geometry of the respective construction phase\n\n\* Track Assets (points, signals, train detection elements, etc.)\n\n\* Properties (speeds, gradients, etc.)\n\n\* Structures (platform, tunnel, etc.)\n\n\* Logical data such as trackside train detection sections (if still available)\n\n\* Acquisition Data\n\n\* Configuration Data for track objects\n\n\* Others (placeholder to include other possible data from IM", -- "Refers to data from Infrastructure Manager (IM) specific digital sources required for engineering, such as: \n\n \n\n\* Track layout (nominal geometry of the respective construction phase\n \n\n\* Track Assets (points, signals, train detection elements, etc.)\n \n\n\* Properties (speeds, gradients, etc.)\n \n\n\* Structures (platform, tunnel, etc.)\n \n\n\* Logical data such as trackside train detection sections (if still available)\n \n\n\* Acquisition Data\n \n\n\* Configuration Data for track objects\n \n\n\* Others (placeholder to include other possible data from IM)"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ERA--EXTENDED--CORE--TEAM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "implicit-from-entry-label: ERA Extended Core Team", -- "ERA Extended Core Team"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ESTIMATED--DEPARTURE--TIME\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Estimated departure time is the predicted time at which a train is expected to start moving. {comment:124}{comment:176}\n\n \n\n\n \* Note: is there a need to define different times? e.g., published timetable, internal IM/RU working timetable", -- "Estimated departure time is the predicted time at which a train is expected to start moving. \n\n \n\n \n \n\n \* Note: is there a need to define different times? e.g., published timetable, internal IM/RU working timetable"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EUROPEAN--GEOSTATIONARY--NAVIGATION--OVERLAY--SERVICE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "implicit-from-entry-label: European Geostationary Navigation Overlay Service", -- "European Geostationary Navigation Overlay Service, European satellite navigation system"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EUROPEAN--TRAIN--CONTROL--SYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "ETCS - European Train Control System", -- "European Train Control System (ETCS) is a cab-signalling system that incorporates automatic train protection. (ERA definition)"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EXCHANGE--SCENARIO\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Describe the interactions between structural elements by focusing on the exchange of information in a given context and with a time axis. They allow the ordering of information sequences and behaviours of structural elements, but can also be used as a basis for specification tests. Scenarios can be linked to sequence diagrams (SysML wording).\n\n \n\nScenarios are suitable to be used for:\n\n \n\n\n\* Regarding abstractions: operational needs, system analysis, logical architecture, physical architecture\n\n\* Regarding structural entities: system, subsystem, system element, logical component, actor\n\n\* Regarding functions: behaviour definition of function (how functions of structural entities exchange data through exchange items)\n\n\* Regarding other behavioural aspects: pre and post-conditions and invariant as start to end conditions as well as state invariant of the scenario\n\n\* Regarding purpose: represent, at least, one complete sequence of functional exchanges on a time axis\n\n\nThe goal is to visualise system black-box behaviour or system interaction behaviour with actors.", -- "Describe the interactions between structural elements by focusing on the exchange of information in a given context and with a time axis. They allow the ordering of information sequences and behaviours of structural elements, but can also be used as a basis for specification tests. Finally, their constitution, from top to bottom and from right to left, makes it easier to understand the elements described, even for people unfamiliar with an MBSE approach. Scenarios can be linked to sequence diagrams (SysML wording).\n\n \n\nScenarios are suitable to be used for the following model elements:\n\n \n\n \n\n\* Regarding abstractions: operational analysis, system analysis, logical architecture, physical architecture\n \n\n\* Regarding structural entities: system, system element, logical component\n \n\n\* Regarding functions: behaviour definition of function (how functions of structural entities exchange data through exchange items)\n \n\n\* Regarding other behavioural aspects: pre and post-conditions and invariant as start to end conditions as well as state invariant of the scenario\n \n\n\* Regarding purpose: represent, at least, one complete sequence of functional exchanges on a time axis\n\n\n\nThe goal is to visualise system black-box behaviour or system interaction behaviour with actors."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EXTENDED--VIEW\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "{comment:89} View displayed on more than one Display Panel.", -- "View displayed on more than one Display Panel."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EXTENDED--VIEW\_lexConcept\_3 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "View displayed on more than one Display Panel.", -- "{comment:89} View displayed on more than one Display Panel."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EXTENDED--VIEW\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Extended View\n\n\n View displayed on more than one Display Panel.", -- "View displayed on more than one Display Panel."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EXTERNAL--BUTTON\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A button which is not directly managed by MDS.", -- "A button which is not directly managed by TDS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EXTERNAL--BUTTON\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A button which is not directly managed by MDS.", -- "A button which is not directly managed by TDS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:EXTERNAL--BUTTON\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A button which is not directly managed by TDS.", -- "External Button\n\n\n A button which is not directly managed by TDS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:FORM--FIT--FUNCTIONAL--INTERFACE--SPECIFICATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A FFFIS is the complete definition of an interface between functional or physical entities.\n\n The FFFIS includes:\n\n - FIS,\n\n - Electrical characteristics related to data,\n\n - communication protocol,\n\n - and including connector and plug.\n\n The FFFIS and accompanying documents (e.g. safety analysis) guarantees the interoperability but not the exchangeability of physical entities, see Subset-037 SPT2ARC-1620.", -- "A FFFIS is the complete definition of an interface between functional or physical entities.\n\n\n The FFFIS includes:\n\n\n - FIS,\n\n\n - Electrical characteristics related to data,\n\n\n - communication protocol,\n\n\n - and including connector and plug.\n\n\n The FFFIS and accompanying documents (e.g. safety analysis) guarantees the interoperability but not the exchangeability of physical entities, see Subset-037 SPT2ARC-1620."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:FUNCTIONAL--APPORTIONMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Functional apportionment is the clear assignment of functions to subsystems. It is an architectural choice supporting the ability to replace a subsystem of supplier A by a subsystem of supplier B both compliant with a given FIS.", -- "Functional apportionment is the clear assignment of functions to sub-systems. It is an architectural choice supporting the ability to replace a sub-system of supplier A by a subsystem of supplier B both compliant with a given FIS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:FUNCTIONAL--REQUIREMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A SPPR-3791 - System Requirement which specifies what the system of interest does, i.e. actions or functions that the system of interest must perform. In general, functional requirements capture the required behaviour of the system of interest.", -- "A SPPR-3791 - System Requirement which specifies a function that a system has to do."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:HANDHELD--TERMINAL\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A handheld terminal is a portable device used to assist trackside operations. The device communicates with the signalling system and enables an authorised user to manage, such as:\n\n \n\n\n\* Activating/Deactivating Working areas\n\n\* Activating/Deactivating Temporary Shunting Areas\n\n\* Requesting Shunting movements\n\n\* Requesting movement of Points. \n\n\nThe user logs on to the handheld terminal to access functions specific to their role.\n\n\n\nThe use of the handheld terminal is mandatory. Not using the handheld terminal is a fallback scenario which is only permitted in case the terminal is technically unavailable for use.\n\n (image: 6-screenshot-20250507-115430-57.png) Image source", -- "A handheld terminal is a portable device used to assist trackside operations. The device communicates with the Trackside CCS and enables an authorised user to manage:{comment:30}\n\n \n\n \n\n\* Working areas\n \n\n\* Temporary Shunting Areas\n \n\n\* Shunting movements\n \n\n\* Points control.{comment:98} \n\n\n\nThe user logs on to the handheld terminal to access functions specific to their role.\n\n\n\nThe use of the handheld terminal is mandatory. Not using the handheld terminal is a fallback scenario which is only permitted in case the terminal is technically unavailable for use.{comment:53}{comment:70}\n\n (image: 6-screenshot-20250507-115430-57.png) Image source"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:HARD--KEY\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Physical key not part of view. This key can also have a text label or symbol.", -- "Hard Key\n\n\n Physical key not part of view. This key can also have a text label or symbol."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:HARDWARE--ABSTRACTION--INTERFACE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Hardware Abstraction Interface I2 (Interface 2) provides an abstraction of all technology layers above from the specific hardware used below, enabling easy replaceability of commercial of-the-shelf hardware procurable from a well-sized market of hardware vendors.\n\n Note: This is not really an interface, but rather a compatibility list of allowed hardware incl. CPU, memory, etc.", -- "The Hardware Abstraction Interface I2 (Interface 2) provides an abstraction of all technology layers above from the specific hardware used below, enabling easy replace ability of commercial of-the-shelf hardware procurable from a well-sized market of hardware vendors.\n\n\n Note: This is not really an interface, but rather a compatibility list of allowed hardware incl. CPU, memory, etc."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:HMI--ELEMENT\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "An HMI Element is a physical component that interacts with the driver: Buzzer, Display Panel, loudspeaker, Hard Key...", -- "HMI Element\n\n\n An HMI Element is a physical component that interacts with the driver: Buzzer, Display Panel, loudspeaker, Hard Key..."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:HOMOLOGATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ In the railway context, \*homologation\* refers to the formal approval process that ensures a railway system, component, or piece of equipment meets all relevant safety, technical, and regulatory standards before it can be put into operation. This process involves rigorous testing, certification, and validation by authorized bodies to confirm that the railway elements, such as trains, signaling systems, and infrastructure, comply with national and international standards.\n\n \n\nThe process typically includes a series of assessments, including safety, interoperability, performance, and environmental impact evaluations, before final approval is granted for commercial use.\n\n \n\nThis term is used as a "generic" term that covers any aspect related to certification, assessment, authorisation, approval, acceptance. """, -- """ In the railway context, \*homologation\* refers to the formal approval process that ensures a railway system, component, or piece of equipment meets all relevant safety, technical, and regulatory standards before it can be put into operation. This process involves rigorous testing, certification, and validation by authorized bodies to confirm that the railway elements, such as trains, signaling systems, and infrastructure, comply with national and international standards.\n\n \n\nThe process typically includes a series of assessments, including safety,{comment:240} interoperability, performance, and environmental impact evaluations, before final approval is granted for commercial use.\n\n \n\nThis term is used as a "generic" term that covers any aspect related to certification, assessment, authorisation, approval, acceptance. """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:HUMAN-SYSTEM--INTEGRATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Human-System Integration, an interdisciplinary approach that aims at optimising in an early development stage the global system performance by designing solutions adapted for both human and technical system. \n\nHSI studies integrates work from multiple human centred domains - process analysis, both qualitative and quantitative, ergonomics, safety, suitability, habitability, skill analysis, training.", -- "Human-System Integration, an interdisciplinary approach that aims at optimizing in an early development stage the global system performance by desgining solutions adapted for both human and technical system. \n\n\nHSI studies integrates work from multiple human centered domains - process analysis, both qualitative and quantitatve, ergonomics, safety, survivability, habitability, skill analysis, training. \n\n\nHSI typically help define user interfaces and lead to workitem SPPR-2246 - Application Condition or SPPR-2244 - Safety related application conditions ."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INCIDENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Incident means any occurrence, other than an accident or serious accident, affecting the safety of railway operations", -- "‘incident’ means any occurrence, other than an accident or serious accident, affecting the safety of railway operations; SPPRAMSS-337 - [Directive (EU) 2016/798]"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INFORMATION--MODEL\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Is a high-level representation of the information needed to describe and/or operate a system. It focuses on concepts, their relationships, and their properties.", -- "An information model is formal documentation for data management. It is a guide to the implementation and use of data."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INFRASTRUCTURE--DATA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Infrastructure Data is a detailed digital representation of the railway network that contains all infrastructure related information necessary for planning and performing railway operations, such as infrastructure characteristics, location and details of Field Elements, etc. The Infrastructure Data is static and remains unchanged until intended infrastructure updates occur. Infrastructure data is provided by the RINF represented by ERA ontology to be extended.", -- "Infrastructure Data is a detailed digital representation of the railway network that contains all infrastructure related information necessary for planning and performing railway operations, such as infrastructure characteristics, location and details of Field Elements, etc. The Infrastructure Data is static and remains unchanged until intended infrastructure updates occur."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INFRASTRUCTURE--MANAGER\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Infrastructure manager means any body or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or firms.", -- "Infrastructure Manager{comment:161}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INFRASTRUCTURE--MANAGER\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Infrastructure Manager{comment:161}", -- "Infrastructure Manager"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INITIAL--FS--COMPARTMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "It contains the minimum software which is needed to start up the FS Compartment and provide a functionality to install the BBC(SW-x) for the FS. This is the BBC (InSW). The initial FS compartment is necessary for remote load of the SW packages which are needed for the operative running mode of the FS compartment.", -- "It contains the minimum software which is needed to start up the FS Compartment and provide a bootloader functionality. This is the BBC (BL) . The bootloader functionality is necessary for remote load of the SW packages which are needed for the operative running mode of the FS compartment."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INSTANCE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "An Instance is a specific realisation of any entity.", -- "An Instance is a specific realization of any entity."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INTERFACE\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A shared boundary between two systems or between a system and an actor, that interchange exchange items.", -- "A shared boundary between two systems, that interchange exchange items."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INTERLOCKING\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Interlocking is a set of signaling devices which physically materializes, in the area of action of a switch post (junction, crossing of tracks, etc.) throught mechanical, and / or electrical solutions . It allows train movement if the safety conditions have been met regarding train maneuver and signal control devices. (double. needs to be deleted)", -- "IXL - Interlocking"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INTERLOCKING\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Interlocking is a set of signaling devices which physically materializes, in the area of action of a switch post (junction, crossing of tracks, etc.) throught mechanical, and / or electrical solutions . It allows train movement if the safety conditions have been met regarding train maneuver and signal control devices.", -- "Interlocking is a set of signaling devices which physically materializes, in the area of action of a switch post (junction, crossing of tracks, etc.) throught mechanical, and / or electrical solutions . It allows train movement if the safety conditions have been met regarding train maneuver and signal control devices. (double. needs to be deleted)"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INTERNAL--BUTTON\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Internal Button is a button which is managed directly by MDS.", -- "The Internal Button is a button which is managed directly by TDS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INTERNAL--BUTTON\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Internal Button is a button which is managed directly by MDS.", -- "The Internal Button is a button which is managed directly by TDS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:INTERNAL--BUTTON\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Internal Button is a button which is managed directly by TDS.", -- "Internal Button\n\n\n The Internal Button is a button which is managed directly by TDS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ISSUE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Polarion workitem type: Issue.\n\nA problem description to be solved in the specification. Can also be an open question, or a generic question, or a point on an agenda.", -- "A problem description to be solved in the specification. Can also be an open question, or a generic question, or a point on an agenda."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:KEY--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Controller which manages states and failures of Hard Keys (internal and Lateral Key) and switches.", -- "Key Controller\n\n\n Controller which manages states and failures of Hard Keys (internal and Lateral Key) and switches."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LATERAL--KEY\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Hard Key located close to a Display Area allowing soft key technology.", -- "Lateral Key\n\n\nHard Key located close to a Display Area allowing soft key technology."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LAYOUT--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Layout Controller manages the Layout for an Area.", -- "Layout Controller\n\n\n The Layout Controller manages the Layout for an Area."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Layout Element Controller manages Layout Elements of a Layout. It knows how to present itself and how to react on events.", -- "The Layout Element Controller manages {comment:90}Layout Elements of a Layout. It knows how to present itself and how to react on events."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LAYOUT--ELEMENT--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Layout Element Controller manages {comment:90}Layout Elements of a Layout. It knows how to present itself and how to react on events.", -- "Layout Element Controller\n\n\n The Layout Element Controller managesLayout Elements of a Layout. It knows how to present itself and how to react on events."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LAYOUT--ENGINE\_lexConcept\_3 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Layout Engine is an application and supplier specific piece of software, able to generate any View based on application specific needs.", -- "The Layout Engine is a generic piece of software able to generate any View based on Areas, Layouts and Layout Elements as defined in a configuration."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LAYOUT--ENGINE\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Layout Engine is an application and supplier specific piece of software, able to generate any View based on application specific needs.", -- "The Layout Engine is an {comment:86}generic application and supplier specific piece of software, able to generate any View based on application specific needs. Areas, Layouts and Layout Elements as defined in a {comment:91}configuration."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LAYOUT--ENGINE\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Layout Engine is an {comment:86}generic application and supplier specific piece of software, able to generate any View based on application specific needs. Areas, Layouts and Layout Elements as defined in a {comment:91}configuration.", -- "Layout Engine\n\n\n The Layout Engine is a generic piece of software able to generate any View based on Areas, Layouts and Layout Elements as defined in a configuration."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LAYOUT\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Layout is a list of Layout Elements which is displayed in an area.", -- "Layout\n\n\n Layout is a list of layout elements which is displayed in an area."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LCDF\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "LCDF - Last Coupler Detection Function", -- "- determination of the last one, e-coupler coppled, uncoppled ready or not for coupling, standardize for a SIL2 sensor;"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:LOUDSPEAKER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Device that converts an electrical audio signal into a corresponding sound.", -- "Loudspeaker\n\n\n Device that converts an electrical audio signal into a corresponding sound."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:M-OUT-OF--N\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "In an M-out-of-N configuration, a functional system consists of N redundant replicas, out of which at least M must be functioning correctly for the overall functional system to operate.", -- "In an M-out-of-N configuration, a functional system consists of N redundant replicas, out of which at least M must be functionating correctly for the overall functional system to operate."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:MANUAL--ROUTE--SETTING\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Manual route setting refers to the historical process of manually configuring and establishing train routes within the railway network. This involves selecting and activating specific track paths that trains will follow during their journey. Manual route setting is typically carried out by railway operators or dispatchers in the event that automatic route setting fails. This concept will be replaced in the target system of SERA by Movement Permission, see here: SPT2TRAFFIC-7866 - Movement Permission", -- "Manual route setting refers to the process of manually configuring and establishing train routes within the railway network. This involves selecting and activating specific track paths that trains will follow during their journey. Manual route setting is typically carried out by railway operators or dispatchers in the event that automatic route setting fails. {comment:45}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:MICROPHONE--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Microphone Controller manages states and signals of Microphone.", -- "Microphone Controller\n\n\n The Microphone Controller manages states and signals of Microphone."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:MICROPHONE\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Device that translates sound vibrations from the air into electronic signals and scribes them to a recording medium or over a loudspeaker.", -- "Microphone\n\n\n Device that translates sound vibrations from the air into electronic signals and scribes them to a recording medium or over a loudspeaker."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:MOVEMENT--PERMISSION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A Movement Permission is a discrete domain object within the ETPS that defines and secures the operational path of a train. It replaces the traditional split between route setting, signalling, and train control by integrating them into one unified concept.\n\n\n\nKey characteristics:\n\n· Geometric Extent: The MP specifies a linear, contiguous section of track (running path) that a train is permitted to occupy, including mandatory safety margins (Risk Buffers, Risk Paths) to prevent collisions.\n\n· Basis for Movement Authority: An MP provides the trackside foundation from which an ETCS Movement Authority (MA) is derived and transmitted to the train.\n\n· Dynamic & Risk-Based: Unlike fixed interlocking routes, an MP can start and end at any topological point and is defined according to operational needs and real-time safety checks rather than static rules.\n\n· Lifecycle: MPs are created upon request, checked against topology and safety conditions, granted, supervised, and continuously updated (extended, shortened, upgraded, or removed).\n\n· Integration: By merging route protection and movement granting, the MP enables efficient infrastructure use, reduces unnecessary locking of track elements, and supports flexible, automated operations.\n\n\n\nMovement Permission is not just an “allowance to proceed” but a dynamic, safety-checked allocation of infrastructure to a specific train movement, forming the essential prerequisite for issuing a Movement Authority in ETCS.", -- "Movement Permissions (MPs) are stored within the trackside safety system. A Movement Permission is an extent of track reserved within the trackside safety system for a particular Train Object to move. A Movement Permission includes all conditions under which the movement of the Train Object can be performed safely. A Movement Permission always refers to exactly one Train Object. A Movement Permission is distinct from a Movement Authority, which is sent from the trackside safety system to the ETCS On-Board."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:NON-FUNCTIONAL--REQUIREMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ A SPPR-3791 - System Requirement which specifies the key system characteristics that determine how well the system performs duties and to define measurable criteria for evaluating a system function's effectiveness. They are often referred to as the performance targets and "quality attributes" of a system, which includes "-ilities," encompassing characteristics like safety, reliability, usability, serviceability, upgradeability, manufacturability, stability, portability, and more. They are essential to any specification as they emphasize measurable, quantitative criteria over vague qualitative descriptions, thereby ensuring the overall system's verifiability. \n\n\n\nThey are pecified without imposing unnecessary design constraints or prescribing specific solutions., like the system-wide non-functional characteristic such as weight, reliability, or durability However, they can specifiy imposed specific limitations or restriction on how the system (or component, entity) is realised to define a clear solution or implementation (rather than simply guiding design choices). """, -- """ A SPPR-3791 - System Requirement which impose are constraints on the system or a system function that define how well something is to be done. Also often referred to as the "quality attributes" of a system, define the key properties and characteristics that determine how well the system performs. Informally, these are sometimes called the "ilities", reflecting attributes such as safety, security reliability, usability, serviceability, upgradeability, manufacturability, stability, portability, and so on. Where functional requirements focus on what the system must do, Non-functional requirements address how well the system must perform its functions, as well as the system's overall properties and characteristics. """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:NOTIFIED--NATIONAL--TECHNICAL--RULES\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Articles 13 and 14 of Interoperability Directive define the cases where national rules (NRs) can be notified ant the procedure of notification of national rules by Member States.\n\nThe applicable national rules (NRs) for vehicle authorisation are recorded in IT tool RDD. In particular, rules for ETCS and GSM-R are listed in section 12 “On-board control command and signaling” in the parameters list defined in Commission Regulation (EU) 2015/2299.\n\nThe relevant NRs for fixed installation including Control Command and Signaling trackside subsystem have to be notified through SRD tool (i.e. https://www.era.europa.eu/domains/registers/srd\_en)", -- "Articles 13 and 14 of Interoperability Directive define the cases where national rules (NRs) can be notified ant the procedure of notification of national rules by Member States.\n\n\nThe applicable national rules (NRs) for vehicle authorisation are recorded in IT tool RDD. In particular, rules for ETCS and GSM-R are listed in section 12 “On-board control command and signaling” in the parameters list defined in Commission Regulation (EU) 2015/2299.\n\n\nThe relevant NRs for fixed installation including Control Command and Signaling trackside subsystem have to be notified through SRD tool."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:OPERATIONAL--CAPABILITY\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "An operational capability is an ability, expected of one or more operational entities. The operational capability provides a service contributing to fulfilling a high-level goal to which one or more operational entities should contribute, and which is likely to influence system definition or usage. It is characterised by a set of operational processes and scenarios describing more precisely the conditions for performing the operational activities that contribute to it. Operational capabilities are similar to use cases. They describe the application of the system from the point of view of the user/operational entity.", -- "An operational capability is an ability given by a group of processes."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:OPERATIONAL--HARMONIZATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ An operational topic (process, actor, defintion, ...) is considered harmonized if a description is provided in the SP context that fulfills:\n\n\n \n\n\n\* This description is exhaustive, delimited and precise. There is no remaining "open space and freedom". The scope is clearly defined. Existing gaps are clearly identified. Statements are formulated unambiguously, if necessary in a formal form. {comment:98}\n\n\* A set of variants and parameters, if necessary, are part of the description.\n\n\* The description has been agreed by both Railway and Industry stakeholdes.\n\n\nThis consens is especially defined under the light of project rework and domain standardisaton:\n\n\n \n\n\n\* The description is agreed by the railways stakeholders of system Pillar as fitting their need, i.e. all their needs are fullfilled by the available variants and parameters without having again a solution discussion or check.\n\n\n \n\n\n\* This description is agreed by the industry stakeholdes as 1:1 implementable, without having to reopen again the ambiguity discussion """, -- """ An operational topic (process, actor, defintion, ...) is considered harmonized if a description is provided in the SP context that fulfills:\n\n\n \n\n \n\n\* This description is exhaustive, delimited and precise. There is no remaining "open space and freedom". The scope is clearly defined. Existing gaps are clearly identified. Statements are formulated unambiguously, if necessary in a formal form. {comment:98}\n \n\n\* A set of variants and parameters, if necessary, are part of the description.\n \n\n\* The description has been agreed by both Railway and Industry stakeholdes.\n\n\n\nThis consens is especially defined under the light of project rework and domain standardisaton:\n\n\n \n\n \n\n\* The description is agreed by the railways stakeholders of system Pillar as fitting their need, i.e. all their needs are fullfilled by the available variants and parameters without having again a solution discussion or check.\n\n\n\n \n\n \n\n\* This description is agreed by the industry stakeholdes as 1:1 implementable, without having to reopen again the ambiguity discussion """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:OPERATIONAL--INTERFACE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The I0 is the sum of all operational interfaces used from Functional Systems (as eg. an RBC) to communicate with other Functional Systems (as eg. an IXL). Examples for these set of interfaces are the Eulynx Interfaces (SCI-xx) or interfaces like Euroradio or TSI-standardised interfaces.", -- "The I0 is the sum of all operational interfaces used from Functional Systems (as eg. an RBC) to communicate with other Functional Systems (as eg. an IXL). Examples for these set of interfaces are the Eulynx Interfaces (SCI-xx) or interfaces like Euroradio or TSI-standardized interfaces."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:OPERATIONAL--PLAN\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Operational Plan is the result of the planning process performed by TMS. An Operational Plan will be issued by the TMS for any operationally relevant activity. This comprises all movements of Physical Train Units incl. shunting operations (Operational Movement), restrictions due to e.g., infrastructure maintenance and construction works, and warning measures during restrictions.", -- "The Operational Plan is the result of the planning process performed by TMS. An Operational Plan will be issued by the TMS for any operationally relevant activity. This comprises all movements of Physical Train Units{comment:86} incl. shunting operations (Operational Movement), restrictions due to e.g., infrastructure maintenance and construction works, and warning measures during restrictions."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:OPERATIONAL--REQUIREMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Operational requirements are operational needs which an operational procedure and its design has to fulfil. It is a need issued in the context of the operational analysis and may qualify some operational actor, actor property, activity or scenario.", -- "Operational requirements are requirements which an operational procedure and its design has to fulfil. It is a requirement issued in the context of the operational analysis and may qualify some operational actor, actor property, activity or scenario."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:OPERATIONAL--TRACK--PROPERTIES\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Properties of a given piece of track, impacting operations. Non-exhaustive list:\n\n\n \n\n\n\* Air tightness\n\n\n \n\n\* Axle load/Line category \n\n\n \n\n\* Load type restrictions (e.g. hazardous material, passenger)\n\n\n \n\n\* Loading gauge restrictions \n\n\n \n\n\* Low adhesion \n\n\* Switchable neutral section\n\n\* Operating regime\n\n \* Driveability \n\n\n Hint: This includes a track closure. The driveability parameter can be train (category) specific.\n\n \* Driving on sight\n\n \* Local Operation Area\n\n\n Hint: A Local Operation Area is meant to be the technical possibility to implement a Temporary Shunting Area via this restriction toolset.\n\n \* Modes/accepted GoA level\n\n \* Speed\n\n\n Hint: The Static Speed Profile is not subject of this scenario, only temporary restrictions.\n\n\* Overhead current restrictions (including restart of operations after a blackout, with not enough power for all trains to start simultaneously) \n\n\n \n\n\* Prohibitions of usage of brakes \n\n\* Sanding\n\n\* Traction type \n\n\* Wind vulnerability \n\n\n The following track properties are considered to be static properties, which will not be managed with dynamic restrictions, but via the static infrastructure data (Digital Map/Digital Register):\n\n\n \n\n\n\* Big Metal Masses\n\n\* Non-stopping area\n\n\* Powerless area\n\n\* Radio hole\n\n\* Tunnel Stopping Are", -- "Properties of a given piece of track, impacting operations. Non-exhaustive list:\n\n\n \n\n \n\n\* Air tightness\n\n\n \n \n\n\* Axle load/Line category \n\n\n \n \n\n\* Load type restrictions (e.g. hazardous material, passenger)\n\n\n \n \n\n\* Loading gauge restrictions \n\n\n \n \n\n\* Low adhesion \n \n\n\* Switchable neutral section\n \n\n\* Operating regime\n \n \n\n \* Driveability \n\n\n Hint: This includes a track closure. The driveability parameter can be train (category) specific.\n \n\n \* Driving on sight\n \n\n \* Local Operation Area\n\n\n Hint: A Local Operation Area is meant to be the technical possibility to implement a Temporary Shunting Area via this restriction toolset.\n \n\n \* Modes/accepted GoA level\n \n\n \* Speed\n\n\n Hint: The Static Speed Profile is not subject of this scenario, only temporary restrictions.\n \n \n\n\* Overhead current restrictions (including restart of operations after a blackout, with not enough power for all trains to start simultaneously) \n\n\n \n \n\n\* Prohibitions of usage of brakes \n \n\n\* Sanding\n \n\n\* Traction type \n \n\n\* Wind vulnerability \n\n\n\n The following track properties are considered to be static properties, which will not be managed with dynamic restrictions, but via the static infrastructure data (Digital Map/Digital Register):\n\n\n \n\n \n\n\* Big Metal Masses\n \n\n\* Non-stopping area\n \n\n\* Powerless area\n \n\n\* Radio hole\n \n\n\* Tunnel Stopping Are"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:ORCHESTRATION--INTERFACE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "This interface is used to manage (monitor, control, diagnose, configure) the virtual computing environments.", -- "This interface is used to manage (monitor, control, diagnose, configure) the virtual computing environments. It only exists if a Virtualisation Interface is present. OI is part of I1."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:OVERLAPPED\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Overlapped is the word used to describe two different objects refering, at least partially, to the same physical part of the track. For example, if a Movement Permission Extent is overlapping a Level Crossing, it means that at least some part of the Movement Permission extent goes over the outer limits of the Level Crossing. The technical description is as follows:\n\nObject A is overlapped by Object B (or vice versa) if the following condition is TRUE for at least one LinearElementSection in Object A:\n\n{ The starting point of the LinearElementSection from Object A is between the starting and ending point of at least one LinearElementSection in Object B with the same LinearElement ID }\n\nOR\n\n{ The ending point of the LinearElementSection from Object A is between the starting and ending point of at least one LinearElementSection B with the same LinearElement ID }\n\nOR\n\n{ The starting point of at least one LinearElementSection from Object B is between the starting and ending point of the LinearElementSection from Object A with the same LinearElement ID }", -- "Overlapped is the word used to describe two different objects refering, at least partially, to the same physical part of the track. For example, if a Movement Permission Extent is overlapping a Level Crossing, it means that at least some part of the Movement Permission extent goes over the outer limits of the Level Crossing. The technical description is as follows:\n\n\n\nObject A is overlapped by Object B (or vice versa) if the following condition is TRUE for at least one LinearElementSection in Object A:\n\n{ The starting point of the LinearElementSection from Object A is between the starting and ending point of at least one LinearElementSection in Object B with the same LinearElement ID }\n\nOR\n\n{ The ending point of the LinearElementSection from Object A is between the starting and ending point of at least one LinearElementSection B with the same LinearElement ID }\n\nOR\n\n{ The starting point of at least one LinearElementSection from Object B is between the starting and ending point of the LinearElementSection from Object A with the same LinearElement ID }"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:PATCH\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A patch is a small software update that fixes bugs, security vulnerabilities, or minor issues. \n\nIt corresponds to the PATCH version in Semantic Versioning (SEMVER), indicating backward-compatible without adding new features (e.g. SPPRAMSS-15261 - Error correction, system improvements, unexpected system behavior).", -- "A patch is a small software update that fixes bugs, security vulnerabilities, or minor issues. \n\nIt corresponds to the PATCH version in Semantic Versioning (SEMVER), indicating backward-compatible error corrections without adding new features."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:PLAN--EXECUTION--SYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Plan Execution System is a subsystem of Traffic CS which is responsible for:\n\n \n\n\n\* processing the Operational Plans provided by the TMS, which are based on the Operating State of the railway within the Area of Control and\n\n\* providing the Operating State within the Area of Control received from Trackside Protection System towards the TMS.", -- "The Plan Execution System is a subsystem of Traffic CS which is responsible for:\n\n \n\n \n\n\* processing the Operational Plans provided by the TMS, which are based on the Operating State of the railway within the Area of Control and\n \n\n\* providing the Operating State within the Area of Control received from Trackside Protection System towards the TMS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:PLATEAU\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ In the context of system engineering, a "plateau" refers to a distinct stage or phase within the system development lifecycle (SDLC) where progress or development remains relatively stable or flat for a period of time. It is characterized by a temporary pause or leveling off in the advancement or evolution of the system being developed.\n\n\n\n\n\n During a plateau, the system or project may have reached a certain level of functionality, maturity, or completion. It can be seen as a natural phase in the development process, where the initial rapid progress slows down, and further enhancements or major changes are temporarily put on hold. This can occur for various reasons, such as: \n\n\n\* Technical Stability: The system has achieved a stable and functioning state, meeting the primary objectives or requirements defined for that particular stage of development. The focus during this phase may shift towards fine-tuning, optimization, and bug fixing.\n\n\n \n\n\n\* Resource Allocation: The allocation of resources, including personnel, time, and budget, may be temporarily redirected to other areas of priority. This can result in a pause in major advancements for the system on the plateau.\n\n\n \n\n\n\* Stakeholder Evaluation: Stakeholders may require time to evaluate and provide feedback on the current state of the system before proceeding to the next phase. This evaluation period can lead to a plateau in development activities.\n\n\n \n\n\n\* Planning and Preparation: The system engineering team may use the plateau phase to plan and prepare for the next stage of development. This includes conducting feasibility studies, conducting risk assessments, gathering requirements, or developing a roadmap for future enhancements or releases.\n\n\n While plateaus can be a temporary slowdown in the system development process, they can also provide opportunities for reflection, evaluation, and strategic decision-making. During this phase, system engineers and stakeholders can assess the current state of the system, address any outstanding issues or challenges, and plan for future iterations or developments.\n\n\n \n\n\n It's important for system engineers to effectively manage plateaus by maintaining clear communication with stakeholders, ensuring proper documentation, and utilizing the time and resources available to refine and improve the system before progressing to the next stage of development. """, -- """ In the context of system engineering, a "plateau" refers to a distinct stage or phase within the system development lifecycle (SDLC) where progress or development remains relatively stable or flat for a period of time. It is characterized by a temporary pause or leveling off in the advancement or evolution of the system being developed.\n\n\n\n\n\n During a plateau, the system or project may have reached a certain level of functionality, maturity, or completion. It can be seen as a natural phase in the development process, where the initial rapid progress slows down, and further enhancements or major changes are temporarily put on hold. This can occur for various reasons, such as: \n\n \n\n\* Technical Stability: The system has achieved a stable and functioning state, meeting the primary objectives or requirements defined for that particular stage of development. The focus during this phase may shift towards fine-tuning, optimization, and bug fixing.\n\n\n\n \n\n \n\n\* Resource Allocation: The allocation of resources, including personnel, time, and budget, may be temporarily redirected to other areas of priority. This can result in a pause in major advancements for the system on the plateau.\n\n\n\n \n\n \n\n\* Stakeholder Evaluation: Stakeholders may require time to evaluate and provide feedback on the current state of the system before proceeding to the next phase. This evaluation period can lead to a plateau in development activities.\n\n\n\n \n\n \n\n\* Planning and Preparation: The system engineering team may use the plateau phase to plan and prepare for the next stage of development. This includes conducting feasibility studies, conducting risk assessments, gathering requirements, or developing a roadmap for future enhancements or releases.\n\n\n\n While plateaus can be a temporary slowdown in the system development process, they can also provide opportunities for reflection, evaluation, and strategic decision-making. During this phase, system engineers and stakeholders can assess the current state of the system, address any outstanding issues or challenges, and plan for future iterations or developments.\n\n\n \n\n\n It's important for system engineers to effectively manage plateaus by maintaining clear communication with stakeholders, ensuring proper documentation, and utilizing the time and resources available to refine and improve the system before progressing to the next stage of development. """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:PROCESS\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Set of interrelated or interacting activities that use inputs to deliver an intended result.\n\n\n\n\n\n\* Processes require a purpose and outcome, all processes have at least one activity.\n\n\* A process defines “WHAT” is to be done, without specifying “HOW” each task is performed.", -- "Set of interrelated or interacting activities that use inputs to deliver an intended result.\n\n\n\n\n \n\n\* Processes require a purpose and outcome, all processes have at least one activity.\n \n\n\* A process defines “WHAT” is to be done, without specifying “HOW” each task is performed."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:RAILWAY--REQUIREMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Railway requirements are epics, visions, needs or user stories coming from stakeholders as their concrete vision (who, what, why). It can be formulated in a few sentences and has not a strict form criteria. These can be translated to more precise operational requirements during analysis processes in case they describe operational epics for the business target picture of an operational area (like CCS or energy). The can be freely formulated but should follow the writing patterns of epics and user stories. They should be specific enough to be assigned to exactly one System Pillar task.", -- "Railway requirements are epics, visions, needs or user stories coming from stakeholders as their concrete vision (who, what, why). It can be formulated in a few sentences and has not a strict form criteria. These can be translated to precise operational requirements during analysis processes in case they describe operational epics for the business target picture of an operational area (like CCS or energy). The can be freely formulated but should follow the writing patterns of epics and user stories. They should be specific enough to be assigned to exactly one System Pillar task."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:RAILWAY--UNDERTAKING\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Railway undertaking means any public or private under taking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes under takings which provide traction only;", -- "Railway Undertaking"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:READER--CONTROLLER\_lexConcept\_5 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Reader Controller manages states and failures of the Biometric Reader and/or the RFID Reader.", -- "The Reader Controller manages states and failures of the Biometric Readerand/or the RFID Reader."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:READER--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Reader Controller manages states and failures of the Biometric Reader and/or the RFID Reader.", -- "Reader Controller\n\n\n The Reader Controller manages states and failures of the Biometric Readerand/or the RFID Reader."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:RELIABILITY--CENTRED--MAINTENANCE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The concept of reliability centred maintenance is defined in SPPRAMSS-11144 - [IEC 60300-3-11:2009].\n\n Reliability-centered maintenance (RCM) is a concept of maintenance planning to ensure that systems continue to do what their users require in their present operating context. Successful implementation of RCM will lead to increase in cost effectiveness, reliability, machine uptime, and a greater understanding of the level of risk that the organization is managing.", -- "The concept of reliability centred maintenance is defined in SPPRAMSS-11144 - [IEC 60300-3-11:2009].\n\n\n Reliability-centered maintenance (RCM) is a concept of maintenance planning to ensure that systems continue to do what their users require in their present operating context. Successful implementation of RCM will lead to increase in cost effectiveness, reliability, machine uptime, and a greater understanding of the level of risk that the organization is managing."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:REMOTE--CONTROL--DEVICE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Remote control device is a type of electronic device for radio based control of traction units. It allows the train driver to pilot the engine without being present in the cabin. \n\n (image: 4-screenshot-20250411-100143-3.png)", -- "Remote control device is a type of electronic device for radio based control of traction units. It allows the train driver to pilot the engine without being present in the cabin. {comment:92}{comment:93}\n\n (image: 4-screenshot-20250411-100143-3.png) {comment:94}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:REPLICA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A Replica is a specific realisation of any entity in a cluster of peers used for composite fail safety and/or availability. Replicas of the same entity always run in distinct Compartments deployed to distinct Computing Elements.", -- "A Replica is a specific realization of any entity in a cluster of peers used for composite fail safety and/or availability. Replicas of the same entity always run in distinct Compartments deployed to distinct Computing Elements."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:RFID--READER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Radio Frequency Identification (RFID) refers to a wireless system comprised of two components: tags and readers. The reader is a device that has one or more antennas that emit radio waves and receive signals back from the RFID tag. This reader permits the authentication of the actor.", -- "RFID Reader\n\n\n Radio Frequency Identification (RFID) refers to a wireless system comprised of two components: tags and readers. The reader is a device that has one or more antennas that emit radio waves and receive signals back from the RFID tag. This reader permits the authentication of the actor."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SAFE--TRAIN--EXTENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Safe Train Extent represents the extent of the track that may be occupied by a connected train. It is calculated from train-side information (Confirmed Rear End and Max Safe Front End derived from the ETCS Position Report) and track-side information (track vacancy proving sections like track circuits or axle counters), taking into account the most recent information available from these train- and track-side information sources. \n\n\n\n Remarks:\n\n\n\* The Safe Train Extent for a train will be updated when new information becomes available.\n\n\* For a moving train, it is likely that the train will move outside the Safe Train Extent between update", -- "The Safe Train Extent represents the extent of the track that may be occupied by a connected train. It is calculated from train-side information (Confirmed Rear End and Max Safe Front End derived from the ETCS Position Report) and track-side information (track vacancy proving sections like track circuits or axle counters), taking into account the most recent information available from these train- and track-side information sources. \n\n\n\n Remarks:\n\n \n\n\* The Safe Train Extent for a train will be updated when new information becomes available.\n \n\n\* For a moving train, it is likely that the train will move outside the Safe Train Extent between update"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SAFETY--PLATFORM--INDEPENDENCE--INTERFACE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The aim of introducing Safety Platform Independence Interface I5 (Interface 5), is to be able to implement platform independent Safe Functional Applications (up to SIL4) i.e., applications, based on a generalised abstraction between the application logic and the system interfaces, that will run unchanged on different platform implementations.", -- "The aim of introducing Safety Platform Independence Interface I5 (Interface 5), is to be able to implement platform independent Safe Functional Applications (up to SIL4) i.e., applications, based on a generalized abstraction between the application logic and the system interfaces, will run unchanged on different platform implementations."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SECURE--COMPONENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "An implementation, as part of an automation control system, either a host device, embedded device, network device or software application on a host device, which realizes subsystem functions, implements security capabilities and consisting of a physical encasing, computing capabilities and network communication, and interfacing to the Shared Cybersecurity Services.\n\n Examples of CCS secure components are object controller, trackside cabinet, IXL rack, ATO-OB, OBU, ATO-TS, IXL/RBC combination, shared cybersecurity services, security proxy for legacy devices, …)\n\nExamples of components which are not meeting the definition of a Secure Component are components with no network communication, e.g. directly connected sensors or displays.", -- "SC - Secure Component"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SERA--ENABLERS\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ The development of the SERA Target functionality is a long-term process. In this process standalone functional units so-called "SERA Enablers" are developed belonging to the SERA Target system. Individual SERA Enablers might be suitable for early rollout in legacy projects, which still use national specifications and legacy systems. Therefore, SERA Enablers are standalone subsystems having standardized interfaces, which are specified, developed, tested and approved according to the needs of the SERA Target. If needed, adapters can be used to integrate them in legacy systems (part of migration strategy).\n\nCurrently identified SERA Enablers are: \n\n\n\* Object controllers with SP Standard interfaces (partially based on EULYNX)\n\n\* PES and ETPS with SP Standard interfaces (i.e. SCI process interfaces and service interfaces SDI, SMI and SSI)\n\n\* Central services with SP Standard interfaces (i.e. service interfaces SDI, SMI and SSI), which provide supporting functions for operation of SERA systems: configuration, maintenance and digital register-infrastructure, security, communication.\n\n\* TMS with SP Standard interfaces (i.e. SCI-OP process interface and service interfaces SDI, SMI and SSI)\n\n\* FRMCS for radio communication, replacing GSM-R\n\n\* Safe train integrity and train length information of rolling stock, enabling safe traffic control for mixed traffic\n\n\* ATO-TS ( for ATO GoA1/2) with SP Standard interfaces (i.e. SCI process interfaces and service interfaces SDI, SMI and SSI), based on harmonized operation concept and related rules """, -- """ The development of the SERA Target functionality is a long-term process. In this process standalone functional units so-called "SERA Enablers" are developed belonging to the SERA Target system. Individual SERA Enablers might be suitable for early rollout in legacy projects, which still use national specifications and legacy systems. Therefore, SERA Enablers are standalone subsystems having standardized interfaces, which are specified, developed, tested and approved according to the needs of the SERA Target. If needed, adapters can be used to integrate them in legacy systems (part of migration strategy).\n\nCurrently identified SERA Enablers are: \n\n \n\n\* Object controllers with SP Standard interfaces (partially based on EULYNX)\n \n\n\* PES and ETPS with SP Standard interfaces (i.e. SCI process interfaces and service interfaces SDI, SMI and SSI)\n \n\n\* Central services with SP Standard interfaces (i.e. service interfaces SDI, SMI and SSI), which provide supporting functions for operation of SERA systems: configuration, maintenance and digital register-infrastructure, security, communication.\n \n\n\* TMS with SP Standard interfaces (i.e. SCI-OP process interface and service interfaces SDI, SMI and SSI)\n \n\n\* FRMCS for radio communication, replacing GSM-R\n \n\n\* Safe train integrity and train length information of rolling stock, enabling safe traffic control for mixed traffic\n \n\n\* ATO-TS ( for ATO GoA1/2) with SP Standard interfaces (i.e. SCI process interfaces and service interfaces SDI, SMI and SSI), based on harmonized operation concept and related rules """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SERA--PHASE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The SERA Phase is a deployment phase, which starts when the SERA Target - comprising all SERA Enablers (refer to SERA Enablers list in Glossary) - is ready (i.e. tested and approved) for implementation (rollout) in projects. The key SERA Enabler will be the moving block with the DTCC safety principle (either implemented with GSL or CBTC based solutions){comment:1258} based on the harmonized operation concept and related rule set.\n\n In this context the trackside infrastructure is equipped for moving block (allowing TDD reduction) enabling degraded modes and mixed fleet operation (i.e. parallel movement of equipped and non-equipped trains with or w/o safe train length and integrity).\n\nCore elements for rollout of the SERA Target are the subsystems ETPS and PES (ATO-TS optional) plus the related process interfaces SCI between them and to the adjacent systems like:\n\n \n\n\n\* TMS\n\n\* Operators Workplace\n\n\* Object Controllers.\n\n\n Additionally, also adjacent auxiliary systems and related interfaces SDI, SMI, SSI plus related tools (e.g. for engineering, testing, simulation) must be available as well. For example, these auxiliary systems are: \n\n \n\n\n\* Central services, which provide supporting functions for operation of the core systems: configuration, maintenance and digital register-infrastructure, security, communication.", -- "The SERA Phase is a deployment phase, which starts when the SERA Target - comprising all SERA Enablers (refer to SERA Enablers list in Glossary) - is ready (i.e. tested and approved) for implementation (rollout) in projects. The key SERA Enabler will be the moving block with the DTCC safety principle (either implemented with GSL or CBTC based solutions){comment:1258} based on the harmonized operation concept and related rule set.\n\n In this context the trackside infrastructure is equipped for moving block (allowing TDD reduction) enabling degraded modes and mixed fleet operation (i.e. parallel movement of equipped and non-equipped trains with or w/o safe train length and integrity).\n\nCore elements for rollout of the SERA Target are the subsystems ETPS and PES (ATO-TS optional) plus the related process interfaces SCI between them and to the adjacent systems like:\n\n \n\n \n\n\* TMS\n \n\n\* Operators Workplace\n \n\n\* Object Controllers.\n\n\n\n Additionally, also adjacent auxiliary systems and related interfaces SDI, SMI, SSI plus related tools (e.g. for engineering, testing, simulation) must be available as well. For example, these auxiliary systems are: \n\n \n\n \n\n\* Central services, which provide supporting functions for operation of the core systems: configuration, maintenance and digital register-infrastructure, security, communication."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SERIOUS--ACCIDENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Serious accident means any train collision or derailment of trains resulting in the death of at least one person or serious injuries to five or more persons or extensive damage to rolling stock, the infrastructure or the environment, and any other accident with the same consequences which has an obvious impact on railway safety regulation or the management of safety; ‘extensive damage’ means damage that can be immediately assessed by the investigating body to cost at least EUR 2 million in total.", -- "‘serious accident’ means any train collision or derailment of trains resulting in the death of at least one person or serious injuries to five or more persons or extensive damage to rolling stock, the infrastructure or the environment, and any other accident with the same consequences which has an obvious impact on railway safety regulation or the management of safety; ‘extensive damage’ means damage that can be immediately assessed by the investigating body to cost at least EUR 2 million in total;\n\n\n[SOURCE: SPPRAMSS-337 - [Directive (EU) 2016/798] Article 3 Definitions (12) ]"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SERVICE--FUNCTION--CONFIGURATION--SYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The{comment:65} Service Function Configuration System is used to configure BuildingBlockConfigurations on BuildingBlocks consistently according to an explicit dependency tree. If a new Top-Level version is chosen in a distribution job the difference of the dependency trees are calculated. The installation runs through different steps, such as Preloading, Deactivation of incompatible (safe) BuildingBlockConfigurations, Activation (Installation) and Commit.It includes a small safe function called SafeConfigurationAuthority (SCA). \n\n\n\nThe details are described in Logical Concept for Configuration (SMI V3).", -- "The{comment:65} Service Function Configuration System is used to configure BuildingBlockConfigurations on BuildingBlocks consistently according to an explicit dependency tree. If a new Top-Level version is chosen in a distribution job the difference of the dependency trees are calculated. The installation runs through different steps, such as Preloading, Deactivation of incompatible (safe) BuildingBlockConfigurations, Activation (Installation) and Commit.It includes a small safe function called SafeConfigurationAuthority (SCA). \n\n\n\nThe details are described in Logical Concept for Configuration (SMI+)."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SHARED--CYBERSECURITY--SERVICES\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "A collection of standard security interfaces (SSIs) of central security functions accessible for all Secure Components in the automation solution. The realization of the Shared Cybersecurity Services (SCS) implements the requirements of the Secure Component Specification as they are considered as Secure Components as well. \n\n\n\nThe interfaces from Secure Components to Shared Cybersecurity Service are identified by SSI-<service name>.\n\n \n\nThe Shared Cybersecurity Services implementations are identified by SCS-<service name>.", -- "SCS - Shared Cybersecurity Services"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SHUNTING--MOVEMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Shunting movement refers to the process of moving railway vehicles (such as locomotives, passengers carriages, or freight wagons) within a rail yard or between tracks, typically for the purpose of assembling trains, repositioning vehicles, or preparing them for departure. Shunting movements are essential for the efficient management of rail operations. Shunting movements can be classified into two categories: supervised shunting and unsupervised shunting. See also reference SPLI-1040 - SHUNTING MOVEMENT and SPLI-1796 - Shunting movement", -- "Shunting movement refers to the process of moving railway vehicles (such as locomotives, passengers carriages, or freight wagons) within a rail yard or between tracks, typically for the purpose of assembling trains, repositioning vehicles, or preparing them for departure. Shunting movements are essential for the efficient management of rail operations. Shunting movements can be classified into two categories: supervised shunting and unsupervised shunting.{comment:10}{comment:32}{comment:99}{comment:62}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SOFT--KEY\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Context-dependent key which consists of a Hard Key with an associated label on the Display Area. When using a soft key technology, the driver action is done via the Hard Key adjacent to the label.", -- "Soft Key\n\n\n Context-dependent key which consists of a Hard Key with an associated label on the Display Area. When using a soft key technology, the driver action is done via the Hard Key adjacent to the label."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:STAKEHOLDER--REQUIREMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Stakeholder requirements are precise requirements of stakeholders for the system of interest. They are derived from stakeholder needs (e.g. railway requirements and the operational analysis) and provide the stakeholder-oriented view of what the system of interest shall achieve.", -- "Stakeholder requirements are precise requirements of stakeholders for the system of interest. They are derived from railway requirements and the operational analysis."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:STAKEHOLDER\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Characterizes a stakeholder", -- "Individual or organisation having a right, share, claim, or interest in a system or in its possession of characteristics that meet their needs and expectations.\n\n\n \n\n\n Note: In the Europe's Rail context, the list of stakeholders is defined by the members of the System Pillar Steering group and their delegates or speakers."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:STANDARD--SECURITY--INTERFACE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Standard Security Interface as defined by EULYNX / System Pillar", -- "Standard Security Interface"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SUBSYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Subsystems are along systems with standard interfaces on System Level 5. Not to be confused with subsystems in the TSI / interoperability directive.\n\n A subsystem is a part of a system, which is not refined any further during the specification task(The term subsystem is used in this document following the referenced architecting standards, it does not correspond to the subsystem definition as in the Interoperability Directive.). It represents a leaf element in the hierarchy of systems-of-systems. A subsystem is defined by the following characteristics: \n\n \n\n\n\* For each subsystem exists a set of specification documents, that allows a supplier to build that subsystem, ideally without the need for further documentation.\n\n\* The level of strictness of the specification can be variable:\n\n \* Interoperable specification: Strict standardisation of all interface aspects that are needed for to systems to fulfil a defined set of operational capabilities together on runtime.\n\n \* Interchangeable specification: Standardisation of all interface aspects that are needed to exchange one of the systems with the lowest reasonable integration effort.\n\n \* Core standardisation specification: An interoperable standardisation that defines a guaranteed minimum of interoperability, but allows and gives room for specific and perhaps incompatible extensions that are only used, when all involved systems have them.\n\n \* Guideline: A recommended specification that can be used as a whole, or can be used partly or changed.\n\n\* A subsystem can be implemented as software only, as hardware only, as a mixture of both depending on the strictness of the specification (the specification can leave that aspect open).\n\n\* Each subsystem can be individually tendered to a supplier\n\n\* Each subsystem can be built individually by a supplier\n\n\* Each subsystem must be integrated into a system, which includes all necessary test, verification, certification and validation activities.", -- "Subsystems are along systems with standard interfaces on System Level 5. Not to be confused with subsystems in the TSI / interoperability directive.\n\n A subsystem is a part of a system, which is not refined any further during the specification task(The term subsystem is used in this document following the referenced architecting standards, it does not correspond to the subsystem definition as in the Interoperability Directive.). It represents a leaf element in the hierarchy of systems-of-systems. A subsystem is defined by the following characteristics: \n\n \n\n \n\n\* For each subsystem exists a set of specification documents, that allows a supplier to build that subsystem, ideally without the need for further documentation.\n \n\n\* The level of strictness of the specification can be variable:\n \n \n\n \* Interoperable specification: Strict standardisation of all interface aspects that are needed for to systems to fulfil a defined set of operational capabilities together on runtime.\n \n\n \* Interchangeable specification: Standardisation of all interface aspects that are needed to exchange one of the systems with the lowest reasonable integration effort.\n \n\n \* Core standardisation specification: An interoperable standardisation that defines a guaranteed minimum of interoperability, but allows and gives room for specific and perhaps incompatible extensions that are only used, when all involved systems have them.\n \n\n \* Guideline: A recommended specification that can be used as a whole, or can be used partly or changed.\n \n \n\n\* A subsystem can be implemented as software only, as hardware only, as a mixture of both depending on the strictness of the specification (the specification can leave that aspect open).\n \n\n\* Each subsystem can be individually tendered to a supplier\n \n\n\* Each subsystem can be built individually by a supplier\n \n\n\* Each subsystem must be integrated into a system, which includes all necessary test, verification, certification and validation activities."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SWITCH\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Physical component which allows a selection of 2 to N states and keeps the state until its position is changed.", -- "Switch\n\n\n Physical component which allows a selection of 2 to N states and keeps the state until its position is changed."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SYSTEM--CAPABILITY\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "System capabilities define the need to the system of interest to satisfy its stakeholders including how the system capabilities relate to each other and how they relate to actors.\n\n\n\nIt describes the high-level behaviour of a system and its interaction with other involved entities, resulting in a specific, observable outcome. This capability signifies the system's expected ability in delivering services that represents an operational objective. Essentially, a system capability defines a context for system usage, characterised by a set of exchanges scenarios that outline the conditions under which system functions contribute to achieving the objective.\n\n\n\nTraditional approaches like the ARCADIA method describe system capabilities from the system's perspective. However, we've opted to deviate from this method, focusing on an actor's perspective similar to use cases to suit our needs better. This deviation aims to create a stronger distinction between capability and function and ensure compatibility with SysML.\n\n\n\nThe actor-oriented approach allows the capability to be documented from the perspective of those interacting with the system, enhancing clarity in defining system objectives and functionality. For example, rather than solely focusing on the system's technical aspects, we assess how the system's capabilities meet the needs and objectives of the users or external entities, ensuring comprehensive alignment with stakeholder goals.", -- "Describes the high-level behaviour of a system and its interaction with other involved entities, resulting in a specific, observable outcome. This capability signifies the system's expected ability in delivering services that represents an operational objective. Essentially, a system capability defines a context for system usage, characterised by a set of exchanges scenarios that outline the conditions under which system functions contribute to achieving the objective.\n\n\n\nTraditional approaches like the ARCADIA method describe system capabilities from the system's perspective. However, we've opted to deviate from this method, focusing on an actor's perspective similar to use cases to suit our needs better. This deviation aims to create a stronger distinction between capability and function and ensure compatibility with SysML.\n\n\n\nThe actor-oriented approach allows the capability to be documented from the perspective of those interacting with the system, enhancing clarity in defining system objectives and functionality. For example, rather than solely focusing on the system's technical aspects, we assess how the system's capabilities meet the needs and objectives of the users or external entities, ensuring comprehensive alignment with stakeholder goals."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SYSTEM--CONFIGURATION--DATA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The System Configuration data refers{comment:112} to the static data set required to configure systems with primary information before being put into operation. These data are elaborated as SPT2TS-127829 - Parameter Data", -- "The System Configuration data refers to the static data set required to configure systems with primary information before being put into operation. These data are elaborated as SPT2TS-127829 - Parameter Data"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SYSTEM--REQUIREMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ System requirements are precise functional or non-functional requirements for the system of interest. They are derived from the system analysis and architecture or stakeholder requirements and provide the technology-oriented view of how the system of interest shall achieve the stakeholder requirements. \n\n\n\nExcept from SPPR-10493 - ISO/IEC/IEEE 29148:2018: "[...] specify, from the supplier’s perspective, what characteristics, attributes, and functional and performance requirements the system is to possess in order to satisfy stakeholder requirements. As far as constraints permit, the requirements should not imply any specific implementation."{comment:108} """, -- "System requirements are precise functional or non-functional requirements for the system of interest that are derived from system analysis or system architecture. They are recursively used on system level and subsystem level, where a subsystem is specified as system.{comment:108}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SYSTEM--UNDER--CONSIDERATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The defined scope of components and its interrelation the security analysis and security specifications are made for. The system under consideration is defined in Security Architecture. The red rectangle displays the scope. These are the components in the system under consideration (SuC).", -- "SUC - System under Consideration"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SYSTEM--UNDER--CONSIDERATION\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "System under Consideration (from SPPRAMSS-334 - [EN 50129:2018/AC:2019-04])", -- "The defined scope of components and its interrelation the security analysis and security specifications are made for. The system under consideration is defined in Security Architecture. The red rectangle displays the scope. These are the components in the system under consideration (SuC)."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SYSTEM--UNDER--CONSIDERATION\_lexConcept\_3 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "System under Consideration\n\n [SOURCE: SPPRAMSS-4697 - [EN IEC 62443-3-2:2020]]", -- "System under Consideration (from SPPRAMSS-334 - [EN 50129:2018/AC:2019-04])"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:SYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Arrangement of system elements, that together exhibit a stated behaviour or meaning that the individual constituents do not.\n\n \n\nAccording to ISO 15288 a system is “a combination of interacting elements organised to achieve one or more stated purposes. “. In terms of this document, a system in black box view is furthermore defined by: \n\n\n\* interfaces to actors outside the system, defining the system boundary\n\n\* at least one function allocated to it\n\n\nA system in white box view can be further refined into (exclusive or): \n\n\n\* into a more granular systems, hence making itself to a system of systems\n\n\* into subsystems on the lowest level of system of systems refinement\n\n\nIn both cases, a system is a conceptual entity that aggregates the properties of its constituents but is not the element that defines the properties itself. A system is hence subject to the emerging properties of its constituents.\n\nUsage context definitions of term „system“: \n\n\n\* Constituent system: according to ISO 21839, a system that forms part of a system of systems\n\n\* System of interest: according to ISO 21839, a system whose life cycle or properties are under consideration in a given context", -- "Arrangement of system elements, that together exhibit a stated behaviour or meaning that the individual constituents do not.\n\n \n\nAccording to ISO 15288 a system is “a combination of interacting elements organised to achieve one or more stated purposes. “. In terms of this document, a system in black box view is furthermore defined by: \n\n \n\n\* interfaces to actors outside the system, defining the system boundary\n \n\n\* at least one function allocated to it\n\n\n\nA system in white box view can be further refined into (exclusive or): \n\n \n\n\* into a more granular systems, hence making itself to a system of systems\n \n\n\* into subsystems on the lowest level of system of systems refinement\n\n\n\nIn both cases, a system is a conceptual entity that aggregates the properties of its constituents but is not the element that defines the properties itself. A system is hence subject to the emerging properties of its constituents.\n\nUsage context definitions of term „system“: \n\n \n\n\* Constituent system: according to ISO 21839, a system that forms part of a system of systems\n \n\n\* System of interest: according to ISO 21839, a system whose life cycle or properties are under consideration in a given context"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TOUCH--CONTROLLER\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Controller which manages the states and failures of a Touch Panel.", -- "Controller which manages the states and failures of a {comment:92}Touch Panel."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TOUCH--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Controller which manages the states and failures of a {comment:92}Touch Panel.", -- "Touch Controller\n\n\n Controller which manages the states and failures of a Touch Panel."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TOUCH--PANEL\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Hardware detecting where the finger touches the panel. Sometimes called Touch Display as well.", -- "Hardware detecting where the finger touches the panel."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TOUCH--PANEL\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Hardware detecting where the finger touches the panel. Sometimes called Touch Display as well.", -- "Hardware detecting where the finger touches the panel."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Traffic Management System is used to manage the operation of the railway system and to ensure efficient recovery when unexpected traffic disruptions occur.", -- "Traffic Management System (double, needs to be deleted)"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAFFIC--MANAGEMENT--SYSTEM\_lexConcept\_3 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Traffic Management System", -- "Traffic Management System is used to manage the operation of the railway system and to ensure efficient recovery when unexpected traffic disruptions occur."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--CONTROL--AND--MONITORING--SYSTEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Train Control and Monitoring System", -- "implicit-from-entry-label: Train Control and Monitoring System"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The TDS Controller interacts with systems (CCS, TCMS,CVR...) and manages the Desk Display Area.", -- "TDS Controller is the same as the Display Manager in the new architecture of MDS."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_2 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The TDS Controller interacts with systems (CCS, TCMS,CVR...) and manages the {comment:96}Display Area. Check if other TDS Controller still remains. TDS Controller is the same as the Display Manager.", -- "The TDS Controller interacts with systems (CCS, TCMS,CVR...) and manages the Desk Display Area."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_3 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The TDS Controller interacts with system (CCS, TCMS,CVR) and manages the Desk Display Area.", -- "The TDS Controller interacts with systems (CCS, TCMS,CVR...) and manages the {comment:96}Display Area. Check if other TDS Controller still remains. TDS Controller is the same as the Display Manager."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--DISPLAY--SYSTEM--CONTROLLER\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Train Display System Controller\n\n\n The TDS Controller interacts with system (CCS, TCMS,CVR) and manages the Desk Display Area.", -- "The TDS Controller interacts with system (CCS, TCMS,CVR) and manages the Desk Display Area."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--JOINING\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Train joining is an operational procedure that involves the process of combining two or more separate consists into a single train, possible anywhere on the network. This operation is typically planned in advance as part of the operational plan, whether short-term or long-term.", -- "Train joining is an operational procedure{comment:96} that involves the process of combining two or more separate consists into a single train,{comment:77} possible anywhere on the network. This operation is typically planned in advance as part of the operational plan, whether short-term or long-term.{comment:22} {comment:38} {comment:60}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--LENGTH--MASTER\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Train Length Master (TLM) is the OTL device located in the driving cab. It is in charge of collecting from all the OTLs{comment:12} information related to the train length.\n\n\n For each OTL, the Train Length Master is expected to receive:\n\n\n \n\n\n\* Couplers status of the wagon\n\n\* Consist ID\n\n\* Wagon Length\n\n\n It is important to highlight that the couplers status identifies if that node is on the head or in the tail of the train. How the OTL recognizes the couplers status is linked to the LCDF function embedded in the DAC. A similar solution can be implemented in case of classical couplers adoption.\n\n\n Moreover, the TLM shall:\n\n\n \n\n\n\* calculate the train length by summing the single lengths received\n\n\* store the composition of the train by using the vehicle IDs received\n\n\* store the HoT and the EoT by identifying the IDs of the OTL which have one free coupler\n\n\n The last task of the TLM is to send the information to the TLMF.\n\n\n This list of information is described in [2].\n\n\n It is trivial that all these information will be managed on channel A and channel B.", -- "The Train Length Master (TLM) is the OTL device located in the driving cab. It is in charge of collecting from all the OTLs{comment:12} information related to the train length.\n\n\n For each OTL, the Train Length Master is expected to receive:\n\n\n \n\n \n\n\* Couplers status of the wagon\n \n\n\* Consist ID\n \n\n\* Wagon Length\n\n\n\n It is important to highlight that the couplers status identifies if that node is on the head or in the tail of the train. How the OTL recognizes the couplers status is linked to the LCDF function embedded in the DAC. A similar solution can be implemented in case of classical couplers adoption.\n\n\n Moreover, the TLM shall:\n\n\n \n\n \n\n\* calculate the train length by summing the single lengths received\n \n\n\* store the composition of the train by using the vehicle IDs received\n \n\n\* store the HoT and the EoT by identifying the IDs of the OTL which have one free coupler\n\n\n\n The last task of the TLM is to send the information to the TLMF.\n\n\n This list of information is described in [2].\n\n\n It is trivial that all these information will be managed on channel A and channel B."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--PREPARATION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Ensuring that a train is in a fit condition to enter service, that the train equipment is correctly deployed and the train composition matches the train's designated route(s). Train preparation also includes technical inspections carried out prior to the train entering service.", -- "Train preparation: \n\nProcess for ensuring that a train is in a fit condition to enter service, that the train equipment is correctly deployed, and the train composition matches the train's designated route(s). It includes the coupling or decoupling of vehicles, connecting, or disconnecting of pipes, services, cabling, and the indication of a rear end signal. Train preparation also includes brake configuration setting and the inspections, tests, and checks before departure. Note: The movement to get a vehicle in or out of the train composition is a shunting movement."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN--SPLITTING\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Train Splitting is an operational procedure that involves the process of separating a train into two or more consists, possible anywhere on the network and normally based on the operational plan as planned splitting. \n\nSpecific procedures of the Railway Undertaking describe (vehicles specific, e.g., closing of flaps, protection covering against snow) details to perform the splitting. Unplanned splitting needs the communication with the signaller.", -- "Train Splitting is an operational procedure that involves the process of separating a train into two or more consists,{comment:90} possible anywhere on the network and normally based on the operational plan{comment:21}{comment:37} as planned splitting. \n\nSpecific procedures of the Railway Undertaking describe (vehicles specific, e.g., closing of flaps, protection covering against snow){comment:31} details to perform the splitting. Unplanned splitting needs the communication with the signaller.{comment:57}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:TRAIN-CENTRIC--TRACK--OCCUPANCY\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ """ With train-centric approach the trackside focus is on representing a railway vehicle with an extent in a topology rather than on representing anonymous occupancy states of fixed sizes reported by TTD systems as in today's conventional block-centric signaling systems. In other words, the term "train-centric" refers to a "train-oriented" view of the trackside system about the track occupation caused by a railway vehicle, e.g., an ETCS-equipped train. This view is achieved by fusion of localisation information from both train and trackside.\n\n\n \n\n\n A train-centric track occupancy determination is based primarily on localisation information received from the railway vehicle, e.g., from trains sent via ETCS Train Position Reports. The trackside system will also take into account additional trackside localisation information if available such as Trackside Train Detection (TTD) inputs, for example to:\n\n\n \n\n\* Adjust the trackside view of track occupancy by train, based on clear TTD sections at the front or rear of the train\n\n\n \n\n\* Detect movement of non-communicating railway vehicles, e.g., trains/wagons not equipped with ETCS and trains equipped with ETCS that have lost communication\n\n\n \n\n\* Handle degraded situations, such as loss of train integrity. """, -- """ With train-centric approach the trackside focus is on representing a railway vehicle with an extent in a topology rather than on representing anonymous occupancy states of fixed sizes reported by TTD systems as in today's conventional block-centric signaling systems. In other words, the term "train-centric" refers to a "train-oriented" view of the trackside system about the track occupation caused by a railway vehicle, e.g., an ETCS-equipped train. This view is achieved by fusion of localisation information from both train and trackside.\n\n\n \n\n\n A train-centric track occupancy determination is based primarily on localisation information received from the railway vehicle, e.g., from trains sent via ETCS Train Position Reports. The trackside system will also take into account additional trackside localisation information if available such as Trackside Train Detection (TTD) inputs, for example to:\n\n\n \n \n\n\* Adjust the trackside view of track occupancy by train, based on clear TTD sections at the front or rear of the train\n \n\n\n \n \n\n\* Detect movement of non-communicating railway vehicles, e.g., trains/wagons not equipped with ETCS and trains equipped with ETCS that have lost communication\n \n\n\n \n \n\n\* Handle degraded situations, such as loss of train integrity. """

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:UNPLANNED--SPEED--RESTRICTION\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "An unplanned speed restriction refers to a temporary reduction in the maximum allowable speed for movements on a specific section of railway track that is not part of the regular operational plan. This restriction may be implemented due to unforeseen circumstances.{comment:1}", -- "An unplanned speed restriction refers to a temporary reduction in the maximum allowable speed for movements on a specific section of railway track that is not part of the regular operational plan.{comment:101} This restriction may be implemented due to unforeseen circumstances.{comment:1}{comment:20}{comment:51}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:UNSUPERVISED--MOVEMENT\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The unsupervised movement is not under the supervision of the CCS system. So, there is no Movement Authority like OS or FS. During this type of movement the Signaller and Driver have the responsibility for ensuring the safety and control of the train in the absence of the supervision by the CCS system.", -- "The unsupervised movement is not under the supervision of the CCS system. During this type of movement the Signaller and Driver have {comment:19} the responsibility for{comment:17} ensuring the safety and control of{comment:18} the train in the absence of the supervision by the CCS system."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VEHICLE--DATA\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Vehicle Data is a detailed definition of the static train/vehicle characteristics used for the parametrisation of the CCS on-board. The parametrisation variables include but are not limited to train data, braking curves and coefficients, operation of service brake, unique ID (NID\_ENGINE), operated ETCS levels, odometry system settings, network / bus settings, distance between balise antenna and front end, available traction systems, operated track condition functions, displayed information on DMI, etc.{comment:35}Vehicle data is provided by the ERATV/ RDV represented by ERA ontology to be extended.", -- "Vehicle Data is a detailed definition of the static train/vehicle characteristics i.e., Braking and Traction efforts, rolling coefficients, of the train, wagons, locomotives used for railway operations.{comment:35}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VEHICLE--KEEPER\_SUPPLIER--GATEWAY\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Vehicle{comment:53} Keeper/Supplier Gateway\n\n \n\n\n\* The VK/SU gateway is different from FDFT backend according to SPT4DAC-179 - Missing cross-reference.\n\n\* The VK/SU gateway is dedicated to forward data from the vehicles to the FDFT backends.\n\n\* The VK/SU gateway is controlled by the FCI, in order to forward data to the right stakeholders at the right time.", -- "Vehicle{comment:53} Keeper/Supplier Gateway\n\n \n\n \n\n\* The VK/SU gateway is different from FDFT backend according to SPT4DAC-179 - Missing cross-reference.\n \n\n\* The VK/SU gateway is dedicated to forward data from the vehicles to the FDFT backends.\n \n\n\* The VK/SU gateway is controlled by the FCI, in order to forward data to the right stakeholders at the right time."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VIEW--CONTROLLER\_lexConcept\_4 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The View Controller aggregates the View, the output devices and the controller of each input device.", -- "The View Controller aggregates the View, the output devices and the controller of each input device. {comment:94}"

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VIEW--CONTROLLER\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The View Controller aggregates the View, the output devices and the controller of each input device. {comment:94}", -- "View Controller\n\n\n The View Controller aggregates the View, the output devices and the controller of each input device."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VIEW\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Aggregation of Areas{comment:52} required for systems (CCS, TCMS, CVR...). A View can represent Areas of different systems at the same time.", -- "Aggregation of Areas required for systems (CCS, TCMS, CVR...). A View can represent Areas of different systems at the same time."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VIEW\_lexConcept\_6 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Aggregation of Areas required for systems (CCS, TCMS, CVR...). A View can represent Areas of different systems at the same time.", -- "View\n\n\n Aggregation of Areas required for systems (CCS, TCMS, CVR...). A View can represent Areas of different systems at the same time."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VIEW\_lexConcept\_7 modifications from lex\_sp-defs-250627:

== skos:definition => ++ "Aggregation of Areas required for systems (CCS, TCMS, CVR...). A View can represent Areas of different systems at the same time.", -- "A view is a filter that restricts the set of data types to a subset that is of interest in the context of a use case. Filtering is by discipline and spatially."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:VIRTUALISATION--INTERFACE\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "The Virtualisation Interface I3 (Interface 3) is used to provide a standardised interface above the virtualisation layer so that applications or higher platform layers are independent of a specific implementation of the computing hardware.", -- "The Virtualization Interface I3 (Interface 3) is used to provide a standardized interface above the virtualisation layer so that applications or higher platform layers are independent of a specific implementation of the computing hardware."

### ontorail:ontolex:LexicalConcept lex\_sp-defs-251007:WORK--ITEM\_lexConcept modifications from lex\_sp-defs-250627:

== skos:definition => ++ "\* Work items examples: “A requirement”, or “a function”, or “a concept aspect”\n\n\* Work items are objects in the “engineering database” (ALM) that represent the result of a design step.\n\n\* The structure of the work items is defined by the SEMP process definition documents (overview in the maps)\n\n\* The master-engineering database is the ALM System (currently Polarion) which contains all work items and their links.", -- "Polarion work item."