

Draft

COMMISSION DECISION

of

amending Decision 2007/756/EC adopting a common specification of the national vehicle register

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system (Recast)¹, in particular Articles 22 and 47 thereof,

Having regard to Directive 2008/57/EC of 17 June 2008 of the European Parliament and of the Council on the interoperability of the rail system within the Community², and in particular Articles 32 and 33 thereof,

Whereas:

- (1) Article 4 of Decision 2011/107/EU required Member States to connect their National Vehicle Register (NVR) to the Virtual Vehicle Register (VVR) by 31 December 2011. As of January 2016, all NVRs are connected to the VVR.
- (2) A working party was setup by the Agency to collect feedback from stakeholders and define rationalisation actions to improve the usability of the European Centralized Virtual Vehicle Register (ECVVR). A final report was delivered. The NVR Specification should be amended as far as possible to take into account the conclusions of the works.
- (3) Any vehicle should be registered only in the NVR of the Member State where it was first authorised for placing in service without prejudice to the transfer of registration if allowed. Such NVR should contain the data relating to the authorisation granted to this vehicle by each of the Member States. Additional registrations of vehicles with driving cab carried out pursuant 3.2.5 (1) of Annex to Decision 2011/107/EU should be therefore withdrawn at the request of the keeper from the NVR of those other Member States.
- (4) In case of vehicles entering the European Union rail network from third countries and registered in an NVR in line with this Specification and connected to the VVR, they should be registered only in such NVR.

¹ OJ L 138, 26.5.2016, p. 44–101

² OJ L 191, 18.7.2008, p. 1–45

- (5) The vehicles should be registered in the NVR at the request of the keeper of the vehicle. Therefore, the keeper should be the “registration holder” in the meaning of Article 33(3) of Directive 2008/57/EC.
- (6) The Registration Entity should update the registration in the NVR within a definite timeframe from the receipt of a complete application file.
- (7) By agreement of 23/06/2011, entered into force on 01/07/2011, EU accessed COTIF. The NVR of OTIF non-EU Contracting States should be connected to ECVVR. The Authorising Competent Authorities (ACAs) as referred to in Article 5 of ATMF should have in NVR the same access rights as NSAs and the OTIF Secretary General should have the same access rights as the Agency.
- (8) A unique list of restriction codes should apply for both NVR and ERATV. Such unique list should be kept updated by the Agency and published on the Agency’s web site.
- (9) In order to improve the traceability of the documentation, it might be useful to extend the scope of applicability of the European Identification Number (EIN) format to additional types of documents. To that end, the definition of the structure and content of the EIN, including the codification of the types of documents concerned, should be kept in a technical document maintained by the Agency and published on the Agency’s web site.
- (10) Any organisation accessing an NVR or identified therein should be assigned an organisation code. To that end, the Agency should define and publish the allocation rules and the procedure to be followed.
- (11) Under certain conditions it should be possible to change the European Vehicle Number (EVN) of a vehicle through a new registration of the vehicle in the same or in a different NVR and subsequent withdrawal of the old registration.
- (12) The measures provided for in this Decision are in accordance with the opinion of the Committee established in accordance with Article 29(1) of Directive 2008/57/EC,

HAS ADOPTED THIS DECISION:

Article 1

The Annex to Decision 2007/756/EC is replaced by the Annex to this Decision.

Article 2

1. The Agency shall adapt the installation files and documents to be used for setting up the standard national vehicle register (sNVR), the translation engine and the virtual vehicle register according to the Annex to this Decision within one year from the entry into force of this Decision.
2. Member States shall adapt their national vehicle register according to the Annex to this Decision within two years from the entry into force of this Decision.
3. Member States shall ensure that, for the vehicles registered before the entry into force of this Decision, data for fields 2.3, 4.10, 7.7, 7.8, 8.8, 8.9, 9.8, 11bis are recorded within two years from the entry into force of this Decision.

Article 3

1. The keeper shall ensure that additional registrations of vehicles with driving cab carried out pursuant 3.2.5 (1) of Annex to Decision 2011/107/EU are withdrawn within one year from the entry into force of this Decision.
2. The keeper shall ensure that additional registrations of vehicles entering the European Union rail network from third countries and registered in an NVR in line with this Specification and connected to the VVR are withdrawn within one year from the entry into force of this Decision.

Article 4

This Decision is addressed to the Member States.

Done at Brussels, [...]

For the Commission

[...]

ANNEX

1. DATA

The data format of the national vehicle register (hereinafter referred to as "NVR") is as follows.

The item numbering follows the logic of the proposed standard registration form in Appendix 4.

~~In addition, field(s) may be added such as comments, identification of vehicles under investigation (see section 3.4), etc.~~

1.	Vehicle Number Numeric identification code as defined in Appendix 6		Compulsory
Content	Numeric identification code as defined in Appendix 6 Numeric identification code as defined in Annex P to the Technical Specification for Interoperability (TSI) on 'operation and traffic management' (hereinafter referred to as 'OPE TSI')⁽¹⁾		
Format	1.1.	European Vehicle Number	12 digits ⁽¹⁾
	1.2.	Previous number (if applicable, for renumbered vehicle)	
2.	Member State and NSA		Compulsory
Content	Identification of the Member State where the vehicle has been registered and NSA that authorised its placing in service		
Format	2.1.	Member State of registration numeric code as defined in Appendix 6, part 4	2-letter code (*) 2-digit code
	2.2.	Name of authorising NSA	Text
	2.3	Member State of authorising NSA	2-letter code (*)
3.	Manufacturing year		Compulsory
Content	Year in which the vehicle left the factory		
Format	3.	Manufacturing year	YYYY
3bis.	Manufacturer serial number		Optional
Content	Manufacturer serial number as marked on the vehicle frame.		

<u>Format</u>	<u>3bis.</u>	<u>Manufacturer serial number</u>	<u>Text</u>
4.	EC references		Compulsory (when available)
Content	References to the 'EC' declarations of verification and the issuing body (the applicant)		
Format	4.1.	Date of declaration	Date (YYYYMMDD)
	4.2.	EC reference	<u>For existing vehicles: text</u> <u>For new vehicles: alphanumeric code based on EIN, see Appendix 2.</u> <u>Text</u>
	4.3.	Name of issuing body (applicant)	Text
	4.4.	Registered business number	Text
	4.5.	Address of organisation, street and number	Text
	4.6.	Town	Text
	4.7.	Country code	<u>2-letter code (*)ISO (see Appendix 2)</u>
	4.8.	Post code	Alphanumeric code
	<u>4.9</u>	<u>E-mail address</u>	<u>E-mail</u>
	<u>4.10</u>	<u>Organisation Code</u>	<u>Alphanumeric code</u> <u>Text</u>
5.	Reference to the European Register of Authorised Types of Vehicles (ERATV)		Compulsory ⁽²⁾
Content	Reference allowing retrieval of the relevant technical data from ERATV ⁽³⁾ . The reference is compulsory if the type is defined in ERATV		
Format	5.	Reference allowing retrieval of the relevant technical data from ERATV	Alphanumeric code(s)
5bis	Series		Optional
Content	Identification of a series, if the vehicle is part of a series		

	5bis	Series	Text
6.	Restrictions		Compulsory
Content	Any restrictions on how the vehicle may be used		
Format	6.1.	Coded restrictions (see Appendix 1)	Code
	6.2	Non-coded restrictions	Text
7.	Owner		Compulsory
Content	Identification of the owner of the vehicle		
Format	7.1.	Name of organisation	Text
	7.2.	Registered business number	Text
	7.3.	Address of organisation, street and number	Text
	7.4.	Town	Text
	7.5.	Country code	<u>2-letter code (*)ISO (see Appendix 2)</u>
	7.6.	Post code	Alphanumeric code
	<u>7.7</u>	<u>E-mail address</u>	<u>E-mail</u>
	<u>7.8</u>	<u>Organisation Code</u>	<u>Alphanumeric code</u>
8.	Keeper		Compulsory
Content	Identification of the keeper of the vehicle		
Format	8.1.	Name of organisation	Text
	8.2.	Registered business number	Text
	8.3.	Address of organisation, street and number	Text
	8.4.	Town	Text
	8.5.	Country code	<u>2-letter code (*)ISO (see Appendix 2)</u>
	8.6.	Post code	Alphanumeric code
	8.7.	VKM (if available)	Alphanumeric code

	8.8	E-mail address	E-mail
	8.9	Organisation Code	Alphanumeric code
9.	Entity in charge of maintenance		Compulsory
Content	Reference to the entity in charge of maintenance		
Format	9.1.	Entity in charge of maintenance	Text
	9.2.	Registered business number	Text
	9.3.	Address of entity, street and number	Text
	9.4.	Town	Text
	9.5.	Country code	2-letter code (*)ISO
	9.6.	Post code	Alphanumeric code
	9.7.	E-mail address	E-mail
	9.8	Organisation Code	Alphanumeric code
10.	Withdrawal		Compulsory when applicable
Content	Date of official scrapping and/or other disposal arrangement and the code for withdrawal mode		
Format	10.1.	Mode of disposal (see Appendix 3)	2-digit code
	10.2.	Withdrawal date	Date (YYYYMMDD)
	10.3.	Withdrawal reason (4).	Text
11.	Member States where the vehicle is authorised		Compulsory
Content	List of Member States where the vehicle is authorised Field automatically filled in by the system		

Format	11.	Member State (<u>authorisation status + date</u>). numeric code as defined in Appendix 6, part 4	List of <u>2-letter codes (*)</u> <u>Possible options for authorisation status: Active, Suspended, Revoked, Expired.</u>
<u>11bis.</u>	<u>Additional conditions applicable to the vehicle</u>		<u>Compulsory when applicable</u>
<u>Content</u>	<u>Identification of additional conditions applicable to the vehicle</u>		
<u>Format</u>	<u>11bis.</u>	<u>Additional conditions applicable to the vehicle</u>	<u>Text</u>
12.	Authorisation number		Compulsory
Content	Harmonised authorisation number for placing in service, generated by NSA		
Format	12.	Authorisation number	For existing vehicles: text For new vehicles: alphanumeric code based on EIN, see Appendix 2.
13.	Authorisation of placing in service		Compulsory
Content	Date of authorisation for placing the vehicle in service (⁵⁴) and its validity		
Format	13.1.	Date of authorisation	Date (YYYYMMDD)
	13.2.	Authorisation valid until (if specified)	Date (YYYYMMDD)
	13.3.	Suspension of authorisation	Yes/No
	<u>13.4</u>	<u>Date of suspension</u>	<u>Date (YYYYMMDD)</u>
	<u>13.5</u>	<u>Date of revoke</u>	<u>Date (YYYYMMDD)</u>

(¹) 8-digits in the case provided for in Article 5.1 of Decision 2007/756/EC.

~~(⁴) Not used.~~

~~(²) For vehicle types authorised in accordance with Article 26 of Directive 2008/57/EC.~~

~~(³) The register provided for in Article 34 of Directive 2008/57/EC.~~

~~(⁴) Applicable only to withdrawal codes 10, 20 and 30.~~

~~(⁴⁵) Authorisation delivered in accordance with Chapter V of Directive 2008/57/EC or authorisation delivered in accordance with the authorisation regimes existing before transposition of Directive 2008/57/EC.~~

~~(*) The codes are those officially published and updated on the European website in the *Interinstitutional style guide*. In case of the multinational safety authority Channel Tunnel Intergovernmental Commission, the country code CT shall be used. In case of the Agency, the country code EU shall be used.~~

2. ARCHITECTURE

2.1. Links with other registers

Several registers are being set up partly as a consequence of the new EU regulatory regime. The table below summarises which registers and databases might have links with the NVR when they are implemented.

Register or database	Entity responsible	Other entities having access
NVR (Interoperability Directive)	Registration Entity (RE)¹/NSA	Other NSA/RE/RU/IM/IB/RB/ Keeper/Owner/ERA/OTIF
ERATV (Interoperability Directive)	ERA Agency	Public
RSRD (TAF TSI & Technical Document Appendix B and Appendix C TAF TSI & SEDP)	Keeper	RU/IM/NSA/ERA Agency/Keeper/ ECM Workshops
WIMO (TAF TSI & Technical Document Appendix B TAF TSI & SEDP)	RU Not yet decided	RU/IM/NSA/ERA Agency/Keeper/ Workshops ECM/User/Rail Freight Customer
VKMR	Agency and OTIF SG	Public
International Registry ⁽¹⁾ Railway rolling stock registry² (Cape Town Convention/ Luxembourg Protocol)	Registrar	Public
OTIF register (COTIF 99 — ATMF)	OTIF	Competent Authorities/RU/IM/ IB/RB/Keeper/Owner/ECM/ERA Ag ency/ OTIF SG See.

¹ — The Registration Entity ('RE') is the entity designated by each Member State, in accordance with Article 33(1)(b) of Directive 2008/57/EC, for keeping and updating the NVR.

² — As provided for in the Luxembourg Protocol to the Convention on International Interests in Mobile Equipment on matters specific to railway rolling stock, signed in Luxembourg on 23 February 2007.

~~(1) The Registration Entity ('RE') is the entity designated by each Member State, in accordance with Article 33(1)(b) of Directive 2008/57/EC, for keeping and updating the NVR.~~

~~(2)(1) As provided for in the Luxembourg Protocol to the Convention on International Interests in Mobile Equipment on matters specific to railway rolling stock, signed in Luxembourg on 23 February 2007.~~

It is not possible to wait for all registers to be ready before implementing the NVR. Therefore, the specification of the NVR must allow for later interfacing with these other registers. To this end:

- ERATV: reference is made to this in the NVR, by providing a reference to the vehicle type. The key for linking both registers is item No 5.
- RSRD: this includes some 'administrative' items of the NVR. Under specification within the [TAF TSI & Technical Document Appendix B and Appendix C TAF TSI SEDP](#). The [TAF TSI & Technical Document Appendix C SEDP](#) will take account of the NVR specification.
- WIMO: this includes data from RSRD and maintenance data. No link with the NVR is envisaged.
- VKMR: this register is managed by [the ERA Agency](#) and OTIF in cooperation ([the ERA Agency](#) for the EU and OTIF for all non-EU OTIF Member States). The keeper is recorded in the NVR. Appendix 6 specifies other global central registers (such as vehicle type codes, interoperability codes, country codes, etc.) to be managed by a 'central body' resulting from cooperation between [the ERA Agency](#) and OTIF.
- ~~International Registry Railway rolling stock registry~~ (Cape Town Convention/ Luxembourg Protocol): this is a register of financial information related to mobile equipment. It has not yet been developed. There is a possible link because the UNIDROIT register needs information on the vehicle number and owner. The key for linking both registers is the first EVN assigned to the vehicle.
- OTIF registers: OTIF registers are being developed taking account of the EU vehicle registers.

The architecture of the whole system, as well as the links between the NVR and other registers, will be defined in such a way as to allow retrieval of the requested information when necessary.

2.2. The EU global NVR architecture

The NVR registers will be implemented by means of a decentralised solution. The objective is to implement a search engine for distributed data, using a common software application, to allow users to retrieve data from all the Local Registers (LR) in the Member States.

NVR data will be stored at national level and will be accessible using a web-based application (with its own web address).

The European Centralised Virtual Vehicle Register (EC-VVR) will be composed of two sub-systems:

- the Virtual Vehicle Register (VVR), which is the central search engine in [the ERA Agency](#);
- the National Vehicle Register(s) (NVR), which are the LR in the Member States. The Member States can use the standard NVR (sNVR) developed by the Agency or develop their own applications in conformity with this specification. In the latter

case, for communication by the NVR with the VVR the Member States will use a Translation Engine (TE) developed by the Agency.

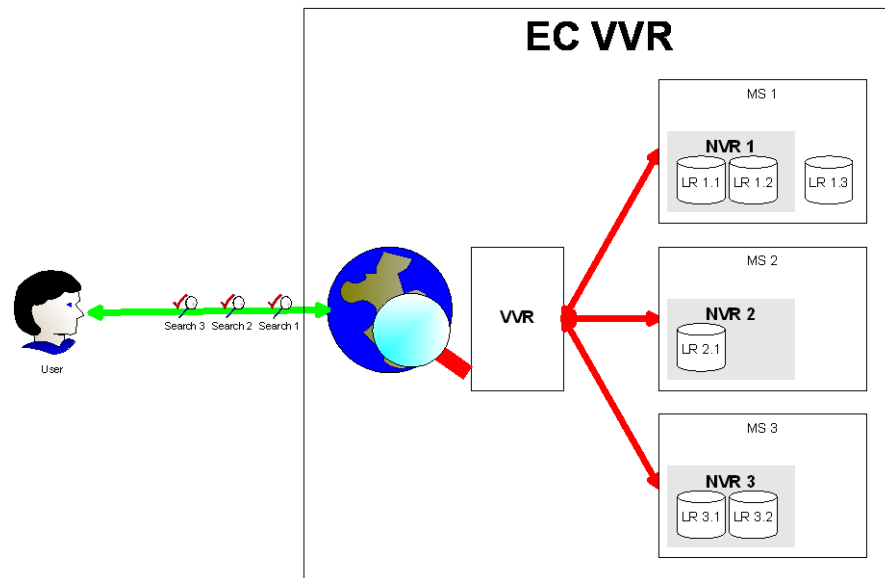


Figure 1 — EC-VVR architecture

This architecture is based on two complementary sub-systems to enable searches on data stored locally in all Member States. It will:

- establish computerised registers at national level and open them to cross-consultation,
- replace paper registers by computerised records, to allow the Member States to manage and share information with other Member States,
- allow connections between the NVRs and the VVR, using common standards and terminology.

The main principles of this architecture are as follows:

- all NVRs will be part of the computer based network system,
- all Member States will view the common data when accessing the system,
- double registration of data and possible related errors will be avoided once the VVR has been established,
- up-to-date data.

The Agency will make available to the REs the following installation files and documents to be used for setting up the sNVR and TE and for connecting them to the central VVR:

- Installation files:
 - sNVR_Installation_Files;
 - TE_Installation_Files;
- Documents:
 - Administrator_Guide_sNVR;
 - CSV_export;

- CSV_import;
- sNVR_Deployment_Guide;
- User_Guide_sNVR;
- NVR-TE_Deployment_Guide;
- NVR-TE_Integration_Guide;
- User_Guide_VVR.

3. OPERATING MODE

3.1. Use of the NVR

The NVR is to be used for the following purposes:

- recording authorisation,
- recording the EVN allocated to vehicles,
- looking for brief, European-wide information on a particular vehicle,
- following up legal aspects such as obligations and legal information,
- retrieving information for inspections mainly related to safety and maintenance,
- enabling contact with the owner and keeper,
- cross-checking some safety requirements before issuing Safety Certificates,
- following up a particular vehicle.

3.2. Application forms

3.2.1. Application for registration

The form to be used is in Appendix 4.

The entity applying for vehicle registration ticks the ‘New registration’ box. It then fills ~~in in the first part of~~ the form ~~with all the necessary information from item 2 to item 9 & item 11~~ and then forwards it to the:

- RE of the Member State where registration is sought, filling in all fields,
- RE of the first Member State where it intends to operate, for a vehicle coming from a third country (see 3.2.5(2)). In this case the form shall contain at least the information on the identification of the owner of the vehicle and the keeper, the restrictions on how the vehicle may be used, the entity in charge of maintenance.

3.2.2. Registering a vehicle and issuing a European Vehicle Number.

In the case of first registration, the RE concerned issues the European Vehicle number.

It is possible to have a separate registration form per vehicle or a single form for a whole set of vehicles of the same series or order with a list of the vehicle numbers attached.

The RE must take reasonable steps to ensure the accuracy of the data it enters in the NVR. To this end the RE can request information from other REs, in particular when the entity applying for registration in a Member State is not established in that Member State.

3.2.3. *Changing one or more registration item(s)*

The entity applying for a change to its vehicle registration item(s):

- ticks the ‘Modification’ box,
- fills in the current EVN (item No ~~01.1~~),
- ticks the box(es) before the modified item(s),
- enters the new content of the modified item(s), and then forwards the form to the REs of all the Member States where the vehicle is registered.

The use of the standard form might not be sufficient for certain cases. If necessary, the RE concerned may therefore submit additional documents in either paper or electronic form.

The RE shall register the changes in the NVR within 20 working days from the receipt of a complete application file.

The keeper of the vehicle is the “registration holder” in the meaning of Article 33(3) of Directive 2008/57/EC. ~~Unless otherwise specified in the registration documents, the keeper of the vehicle is considered to be the ‘registration holder’ in the meaning of Article 33(3) of Directive 2008/57/EC.~~

Should a keeper change, it is the responsibility of the currently registered keeper to notify the RE and the RE has to notify the new keeper of the change of registration. The former keeper is removed from the NVR and relieved of its responsibilities only when the new keeper has acknowledged its acceptance of keeper status. If on the date of de-registration of the currently registered keeper no new keeper has accepted the keeper status, the registration of the vehicle is suspended.

Should an ECM change, the procedure specified in article 5(8) of Regulation 445/2011 shall be followed whatever the kind of vehicle concerned.

~~In cases where, in accordance with the OPE TSI, due to technical changes, the vehicle has to be given a new EVN, the registration holder shall inform of these changes and, if applicable, of the new authorisation for placing in service the RE of the Member State where the vehicle is registered. This RE shall assign to the vehicle a new EVN.~~

3.2.4. *Withdrawal of registration*

The entity applying for withdrawal of registration ticks the ‘Withdrawal’ box. It then fills in item No 10 and forwards the form to the REs of all the Member States where the vehicle is registered.

The RE delivers the withdrawal registration by filling in the date of withdrawal and acknowledging the withdrawal to the entity.

3.2.5. *Authorisation in several Member States*

~~1. When a vehicle equipped with a driving cab already authorised and registered in one Member State is authorised in another Member State, it must be registered in the NVR of the latter Member State. In this case, however, only data relating to items 1, 2, 6, 11, 12 and 13 and, where relevant, data relating to the fields added to the NVR by the~~

~~latter Member State are to be recorded, as only these data relate to the latter Member State.~~

~~This provision is applicable as long as the VVR and the links with all relevant NVRs are not fully operational and, during this period, the REs concerned will exchange information in order to ensure that data relating to the same vehicle are consistent.~~

~~12. Vehicles not equipped with a driving cab, such as freight wagons, passenger cars and some special vehicles, are registered only in the NVR of the Member State where they are first authorised for placing in service placed in service without prejudice to the transfer of registration to a different NVR according to section 3.2.6 (2).~~

~~2. In case of vehicles entering the European Union rail network from third countries and registered in an NVR not in line with this Specification or not connected to ECVVR, they shall be registered only in the NVR of the first Member State that authorised the vehicle to be placed in service on the European Union rail network.~~

~~3. In case of vehicles entering the European Union rail network from third countries and registered in an NVR in line with this Specification and connected to the ECVVR, they shall be registered only in such NVR.~~

~~43. For any vehicle, the NVR where it is firstly registered contains the data relating to items 2, 6, 12 and 13 for each of the Member States where an authorisation for placing in service has been granted to this vehicle.~~

~~5. This provision is without prejudice to Article 5 of Decision 2007/756/EC.~~

3.2.6. Transfer of registration

~~1. The EVN shall be changed when it does not reflect the interoperability capability or technical characteristics according to Appendix 6 due to technical modifications of the vehicle. Such technical modifications may require a new authorisation for placing in service according to Articles 21 to 26 of Directive 2008/57/EC. The keeper shall inform of these changes and, if applicable, of the new authorisation for placing in service the RE of the Member State where the vehicle is registered. This RE shall assign to the vehicle a new EVN.~~

~~2. The EVN may be changed at the request of the keeper through a new registration of the vehicle in the NVR of a different Member State connected to ECVVR and subsequent withdrawal of the old registration. Such change of EVN is without prejudice to the application of Articles 21 to 26 of Directive 2008/57/EC as far as the authorisation procedures are concerned. The administrative costs incurred to change the EVN shall be covered by the keeper requesting the change of EVN. This provision is applicable until the European Vehicle Register referred to in Article 47(5) of Directive (EU) 2016/797 is operational.~~

3.3. Access rights

The access rights to data of an NVR from a given Member State 'XX' are listed in the table below, in which the access codes are defined as follows:

Access code	Type of access
0.	No access

1. Restricted consultation (conditions in ‘Read rights’ column)
2. Unrestricted consultation
3. Restricted consultation and updating
4. Unrestricted consultation and updating

Entity	Definition	Read rights	Update rights	Item No 7	All other items
<u>RE-/NSA/ACA</u> ‘XX’	RE/NSA/ACA in Member State ‘XX’	All data	All data	4	4
Other <u>REs/NSAs/Res/ACAs</u>	Other <u>REs/NSAs/ACAs and/or other REs</u>	All data	None	2	2
<u>ERA Agency and OTIF SG</u>	<u>European Railway Agency and OTIF Secretary General</u>	All data	None	2	2
Keepers	Vehicle Keeper	All data on vehicles of which it is keeper	None	1	1
Fleet managers	Manager of vehicles as appointed by the keeper	Vehicles for which they have been appointed manager by the keeper	None	1	1
<u>ECMs</u>	<u>Entities in Charge of Maintenance</u>	<u>All data of vehicles for which it is the ECM</u>	<u>None</u>	<u>0</u>	<u>1</u>
Owners	Owner of the vehicle	All data on vehicles of which they are the owners	None	1	1
RUs	Train Operator	All data based on <u>one or more</u> vehicle numbers	None	0	1
IMs	Infrastructure Manager	All data based on <u>one or more</u> vehicle numbers	None	0	1
IBs and RBs	Checking and auditing bodies notified by Member States	All data on vehicles being checked or audited	None	2	2
<u>EC declaration of verification issuing body (the applicant)</u>	<u>EC declaration of verification issuing body (the applicant)</u>	<u>All data on vehicles of which it is EC declaration of verification issuing body (the applicant)</u>	<u>None</u>	<u>0</u>	<u>1</u>

Other legitimate users	All casual -users recognised by NSA or <u>ERA Agency</u>	To be defined as appropriate, duration possibly limited	None	0	1
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3.4. **Historical records**

All data in the NVR must be retained for 10 years from the date of withdrawal of a vehicle registration. As a minimum, data must be available on-line for the first three years. After three years, data may be kept either electronically, in paper form or in any other archiving system. If at any time during the 10-year period an investigation involving a vehicle or vehicles is started, data relating to these vehicles must be retained beyond the 10-year period if so required.

After withdrawal of a vehicle registration, any of the registration numbers assigned to the vehicle must not be assigned to any other vehicle for 100 years from the date the vehicle is withdrawn.

Any changes in the NVR should be recorded. The management of historical changes could be addressed by IT solutions.

3.5. **Automatic notification of changes**

Following a change to one or more registration items, the IT system shall send to the keeper and to the NSAs of the Member States where the vehicle is authorised an automatic e-mail notification informing about the change.

Following a change of keeper or owner or ECM, the IT system shall send an automatic e-mail notification to respectively the previous keeper and the new keeper or the previous owner and the new owner or the previous ECM a new ECM.

A keeper or owner or ECM or EC declaration issuing body may opt-in the reception of automatic e-mail notifications informing about changes to registrations they are identified within.

To that end, the keeper or owner or ECM or EC declaration issuing body shall submit a request to the RE of the Member State where the vehicle is registered. The administrative costs incurred to record the notification settings in the IT system shall be borne by the entity submitting the request.

3.6. **Organisation codes**

3.6.1. *Definition of organisation code*

An organisation code is a unique identifier, consisting of four alphanumeric characters, assigned by the Agency to one organisation.

3.6.2. *Format of organisation codes*

For each of the four alphanumeric characters, any of the 26 letters of ISO 8859-1 alphabet or any number from 0 to 9 may be used. Letters are written in capitals.

3.6.3. *Allocation of organisation codes*

Any organisation accessing an NVR or identified therein shall be assigned an organisation code.

The Agency shall publish and keep up-to-date the procedure for the allocation of organisation codes.

An organisation code in the range 0001 to 9999 shall be allocated only to companies under scope of TAP and TAF TSI.

3.6.4. Publication of the list of organisation codes

The Agency shall make the list of organisation codes publicly available on its website.

4. EXISTING VEHICLES

4.1. Data content

The 13 data items retained are listed below, with an indication as to which are compulsory and which are not.

4.1.1. Item No 1 — European Vehicle Number (Compulsory)

a) Vehicles already possessing a 12-digit number

Countries where there is a unique country code:

These vehicles should keep their current number. The 12-digit number should be registered as such without any modification.

Countries where there is both a main country code and a previously allocated specific code:

- Germany, with the main country code 80 and the specific code 68 for AAE (Ahaus Alstätter Eisenbahn);
- Switzerland, with the main country code 85 and the specific code 63 for BLS (Bern–Lötschberg–Simplon Eisenbahn);
- Italy, with the main country code 83 and the specific code 64 for FNME (Ferrovie Nord Milano Esercizio);
- Hungary, with the main country code 55 and the specific code 43 for GySEV/ROeEE (Győr-Sopron-Ebenfurti Vasút Részvénytársaság/Raab-Ödenburg-Ebenfurter Eisenbahn)⁽¹⁾.

These vehicles should keep their current number. The 12-digit number should be registered as such without any modification⁽¹⁾ ⁽²⁾.

The IT system has to consider both codes (main country code and specific code) as relating to the same country.

b) Vehicles without a 12-digit number

A two-step procedure applies:

- A 12-digit number (according to [Appendix 6 OPE-TSI](#)) defined in accordance with the vehicle's characteristics is allocated in the NVR. The IT system should link this registered number to the current vehicle number.

¹ [The specific code 43 for GySEV/ROeEE is also valid in Austria.](#)

² However, any new vehicles placed in service for AAE, BLS, FNME and GySEV/ROeEE are to be given the standard country code.

- For vehicles used in international traffic, except those reserved for historical use: the 12-digit number is physically applied to the vehicle itself within a period of six years after allocation in the NVR. For vehicles used in domestic traffic and for those reserved for historical use: the physical application of the 12-digit number is voluntary.

4.1.2. *Item No 2 — Member State and NSA (Compulsory)*

The item ‘Member State’ must always refer to the Member State where the vehicle is registered in its NVR. For vehicles from third countries ([see 3.2.5\(2\)](#)), this item refers to the first Member State that authorised the vehicle to be placed in service on the European Union rail network. The item ‘NSA’ refers to the entity that delivered the authorisation for placing the vehicle in service.

4.1.3. *Item No 3 — Manufacturing Year*

Where the manufacturing year is not known precisely, the approximate year should be entered.

4.1.4. *Item No 4 — EC Reference*

Normally such a reference does not exist for existing vehicles except for a handful of HS RS. To be recorded only if available.

4.1.5. *Item No 5 — Reference to the ERATV*

To be recorded only if available.

~~Until ERATV is set up, reference may be made to the Rolling Stock Register (Article 22a of Council Directive 96/48/EC⁽³⁾ and Article 24 of Directive 2001/16/EC of the European Parliament and of the Council⁽⁴⁾).~~

4.1.6. *Item No 6 — Restrictions*

To be recorded only if available.

4.1.7. *Item No 7 — Owner (Compulsory)*

Compulsory and normally available.

4.1.8. *Item No 8 — Keeper (Compulsory)*

Compulsory and normally available. The VKM (unique code as indicated in the VKM register) must be entered if the keeper has it.

4.1.9. *Item No 9 — Entity in charge of maintenance (Compulsory)*

This item is compulsory.

4.1.10. *Item No 10 — Withdrawal*

Applicable as appropriate.

4.1.11. *Item No 11 — Member States where the vehicle is authorised*

Normally, RIV wagons, RIC coaches and vehicles under bilateral or multilateral agreements are registered as such. If this information is available it should be recorded accordingly [in parameter 11bis](#).

³ — ~~OJ L 235, 17.9.1996, p. 6.~~

⁴ — ~~OJ L 110, 20.4.2001, p. 1.~~

4.1.12. *Item No 12 — Authorisation number*

To be recorded only if available

4.1.13. *Item No 13 — Placing in service (Compulsory)*

Where the date of placing into service is not known precisely, the approximate year should be entered.

4.2. **Procedure**

The entity previously responsible for vehicle registration is to make all information available to the NSA or RE of the country where it is located.

Existing freight wagons and passenger cars are to be registered only in the NVR of the Member State where the former registration entity was located.

If an existing vehicle had been authorised in several Member States, the RE that registers this vehicle sends the relevant data to the REs of the other Member States concerned.

The NSA or RE includes the information in its NVR.

The NSA or RE informs all the parties involved when the information transfer is completed. At least the following entities are to be informed:

- the entity previously responsible for vehicle registration,
- the keeper,
- ERA Agency.

—RESTRICTION CODING

1. PRINCIPLES

Restrictions (technical characteristics) already recorded in other registers to which NSAs have access do not need to be repeated in the NVR.

Acceptance in cross-border traffic is based on:

- the information coded in the vehicle number,
- the alphabetical coding, and
- the vehicle marking.

Therefore, such information does not need to be repeated in the NVR.

2. STRUCTURE

The codes are structured in three levels:

- 1st level: Category of restriction
- 2nd level: Type of restriction
- 3rd level: Value or specification.

3. RESTRICTION CODES

3.1. Harmonised restriction codes shall be applicable in all the Member States.

The list of harmonised restriction codes for the whole of the Union rail system shall be kept up-to-date by the Agency and published on its web site.

If a national safety authority considers that a new code needs to be added to the list of harmonised restriction codes, it shall request the Agency to evaluate the inclusion of this new code.

The Agency shall evaluate the request, in consultation with other national safety authorities. If appropriate, the Agency shall include a new restriction code in the list. Prior to the publication of the modified list, the Agency shall communicate it to the Commission together with the change request and its evaluation.

The Commission shall keep the Member States informed through the committee established in accordance with Article 29(1) of Directive 2008/57/EC.

3.2. The Agency shall keep up-to-date the list of national restriction codes. The use of national restriction codes shall be limited to those restrictions that reflect particular characteristics of the existing railway system of a Member State and are unlikely to be applied with the same meaning in other Member States.

For types of restrictions not indicated in the list referred to in paragraph 3.1, the national safety authority shall request the Agency the inclusion of a new code in the list of national restriction codes. The Agency shall evaluate the request, in consultation with other national safety authorities. If appropriate, the Agency shall include a new restriction code in the list. Prior to the publication of the modified list, the Agency

shall communicate it to the Commission together with the change request and its evaluation.

The Commission shall keep the Member States informed through the committee established in accordance with Article 29(1) of Directive 2008/57/EC.

3.3. The restriction code for multinational safety authorities shall be treated as national restriction codes.

3.4. The use of non-coded restrictions shall be limited to those restrictions that due to their particular character are unlikely to be applied to several types of vehicle.

2.1.3.5. A unique list of restriction codes shall be kept for the National Vehicle Register and the European Register of Authorised Types of Vehicles.

Restriction Coding

Cat	Type	Value	Name
1			Technical restriction related to construction
	1	Numeric (3)	Minimum curve radius in metres
	2	-	Track circuit restrictions
	3	Numeric (3)	Speed restrictions in km/h (marked on wagons and coaches but not marked on locomotives)
2			Geographical restriction
	1	Alphanumeric (3)	Kinematic gauge (coding WAG TSI annex C)
	2	Coded list	Wheelset gauge
		1	Variable gauge 1435/1520
		2	Variable gauge 1435/1668
	3	-	No CCS on board
	4	-	ERTMS A on board
	5	Numeric (3)	B system on board (*)
3			Environmental restrictions
	1	Coded list	Climatic zone EN50125/1999
		1	T1
		2	T2
		3	T3
4			Restrictions on use included in the authorisation certificate

	1	-	Time-based
	2	-	Condition-based (distance travelled, wear, etc.)

* ~~_____ If the vehicle is equipped with more than one B system, an individual code for each system must be indicated.~~

~~The numeric code is composed of three characters where:~~

~~1xx is used for a vehicle equipped with a signalling system~~

~~2xx is used for a vehicle equipped with radio~~

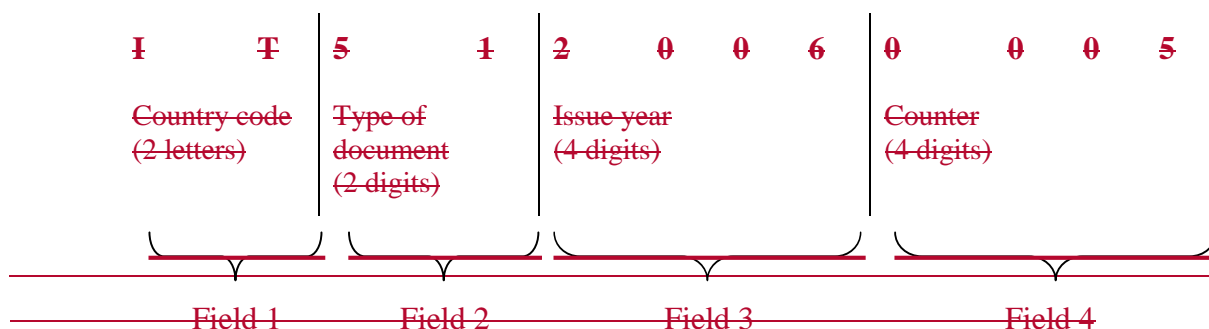
~~Xx corresponds to the numerical coding in Annex B to the CCS TSI~~

STRUCTURE AND CONTENT OF THE EIN

The definition of the structure and content of the EIN (European Identification Number), including the codification of the types of documents concerned, is kept in a technical document maintained by the Agency and published on the Agency's web site.

Code for the harmonised numbering system, called European Identification Number (EIN), for Safety Certificates and other documents

Example:



FIELD 1 — Country code (2 letters)

The codes are those officially published and updated on the website of the Publications Office of the European Union in the *Interinstitutional style guide*: (<http://publications.eu.int/code/en/en-5000600.htm>)

STATE	CODE	STATE	CODE	STATE	CODE
Austria	AT	Hungary	HU	Portugal	PT
Belgium	BE	Iceland	IS	Romania	RO
Bulgaria	BG	Ireland	IE	Slovakia	SK
Croatia	HR	Italy	IT	Slovenia	SI
Cyprus	CY	Latvia	LV	Spain	ES
Czech Republic	CZ	Liechtenstein	LI	Sweden	SE
Denmark	DK	Lithuania	LT	Switzerland	CH
Estonia	EE	Luxembourg	LU	United Kingdom	UK
Finland	FI	Norway	NO		
France	FR	Malta	MT		
Germany	DE	Netherlands	NL		
Greece	EL	Poland	PL		

The code for multinational safety authorities should be composed in the same way. Currently there is only one authority: the Channel Tunnel Safety Authority. The following code is to be used:

MULTINATIONAL SAFETY AUTHORITY	CODE
Channel Tunnel Safety Authority	CT

FIELD 2 — Type of document (2 digit number)

Two digits allow the type of document to be identified:

- the first digit identifies the general classification of the document,
- the second digit specifies the document subtype.

This numbering system can be extended when other codes are needed. The following list is a proposed list of known, possible combinations of two digit numbers plus combinations for authorisation of the placing in service of vehicles:

Number combination for Field 2	Document type	Document subtype
{0-1}	Licences	Licences for RUs
{0-x}	Licences	Others
{1-1}	Safety Certificate	Part A
{1-2}	Safety Certificate	Part B
{1-x}	Safety Certificate	Reserved
{2-1}	Safety Authorisation	
{2-2}	Reserved	Reserved
{2-x}	Reserved	Reserved
{3-x}	Reserved, e.g. maintenance for rolling stock, for infrastructure or other	
{4-x}	Reserved for Notified Bodies	e.g. different kinds of Notified Bodies
{5-1} and {5-5} (*)	Authorisation for placing in service	Traction vehicles
{5-2} and {5-6} (*)	Authorisation for placing in service	Hauled passenger vehicles
{5-3} and {5-7} (*)	Authorisation for placing in service	Wagons

{5-4} and {5-8} (*)	Authorisation for placing in service	Special vehicles
{5-9} (**)	Authorisation of type of vehicle	
{6-0}	Authorisation for placing in service	Infrastructure, Energy and Control-Command-Signalling track-side assembly Subsystems
{6-1}	Authorisation for placing in service	Infrastructure Subsystem
{6-2}	Authorisation for placing in service	Energy Subsystem
{6-3}	Authorisation for placing in service	Control-Command-Signalling track-side assembly Subsystem
{7-1}	Train driving licence	Counter up to and including 9 999
{7-2}	Train driving licence	Counter between 10 000 up to and including 19 000
{7-3}	Train driving licence	Counter between 20 000 up to and including 29 000
{8-x} ... {9-x}	Reserved (two document types)	Reserved (10 subtypes each)

(*) If the 4 digits reserved for field 4 'Counter' are fully used within a year, the first two digits of field 2 will change respectively from:

{5-1} to {5-5} for tractive vehicles,

{5-2} to {5-6} for hauled passenger vehicles,

{5-3} to {5-7} for wagons,

{5-4} to {5-8} for special vehicles.

(**) The digits allocated in Field 4 are:

— from 1 000 to 1 999 for traction vehicles,

— from 2 000 to 2 999 for hauled passenger vehicles,

— from 3 000 to 3 999 for wagons,

— from 4 000 to 4 999 for special vehicles.

FIELD 3 — Issue year (4-digit number)

This field indicates the year (in the specified format yyyy, i.e. 4 digits) in which the authorisation was issued.

FIELD 4 — Counter

The counter is a progressive number incremented by one unit each time a document is issued, regardless if it is a new, renewed or updated/amended authorisation. Even

where a certificate is revoked or an authorisation is suspended, its number cannot be used again.

Every year the counter restarts from zero.

Appendix 3

WITHDRAWAL CODING

Code	Withdrawal mode	Description
00	None	The vehicle has a valid registration.
10	Registration suspended No Reason to be specified	The vehicle's registration is suspended at the request of the owner or keeper keeper or by a decision of the NSA or RE.
11	Registration suspended	The vehicle is destined for storage in working order as an inactive or strategic reserve.
20	Registration transferred Reason to be specified.	The vehicle is known to be re-registered under a different number or by a different NVR, for continued use on (all or part of the) European railway network.
<u>21</u>	<u>Registration transferred</u>	<u>Change of EVN within the same NVR due to technical modifications of the vehicle. See Annex, 3.2.6 (1).</u>
<u>22</u>	<u>Registration transferred</u>	<u>Change of EVN at the request of the keeper and change of NVR. See Annex, 3.2.6 (2).</u>
30	Withdrawal Reason to be No reason specified	The vehicle's registration for operating on the European railway network has ended without known re-registration.
31	Withdrawal	The vehicle is destined for continued use as a rail vehicle outside the European railway network.
32	Withdrawal	The vehicle is destined for the recovery of major interoperable constituents/modules/spares or major rebuilding
33	Withdrawal	The vehicle is destined for scrapping and disposal of materials (including major spares) for recycling.
34	Withdrawal	The vehicle is destined to be 'historic preserved rolling stock' for operation on a segregated network, or for static display, outside the European railway network.

Use of codes

- ~~— If the reason for withdrawal is not specified, codes 10, 20 & 30 are to be used to indicate the change of registration status.~~
- ~~– If the reason for withdrawal is available, codes 11; 31; 32; 33 & 34 are options available within the NVR database.~~ These codes and the reasons for withdrawal are based solely on information provided by the ~~keeper or owner~~keeper to the RE.

Registration issues

- A vehicle that has its registration suspended or withdrawn may not operate on the European railway network under the recorded registration.
- A reactivation of a registration after suspension will require the verification by the registration entity of the conditions which caused the suspension.

—A transfer of registration ~~as under the conditions set out referred to in Article Annex 3.2.6 1b of Commission Decision 2006/920/EC1 and Article 1b of Commission Decision 2008/231/EC2 as amended by Decision 2010/640/EU3~~ consists of a new registration of the vehicle and subsequent withdrawal of the old registration.

¹ — ~~OJ L 359, 18.12.2006, p. 1.~~

² — ~~OJ L 84, 26.3.2008, p. 1.~~

³ — ~~OJ L 280, 26.10.2010, p. 29.~~

Appendix 4

STANDARD FORM FOR REGISTRATION



Standard form for registration of authorised vehicles (1)

in conformity with Directive 2008/57/EC and applicable national legislation

Application for: _____ New registration Modification (2) _____ Withdrawal _____
Additional authorisation

INFORMATION ABOUT THE VEHICLE

1. Number

1.1. European Vehicle Number (3): _____

1.2. Number previously assigned to the vehicle (4): _____

2. ~~Member State where registration is sought and NSA that authorised the vehicle~~

2.1. ~~Member State where registration is sought:~~ _____

2.2. ~~Name of NSA:~~ _____

3. Manufacturing year: _____

3. Manufacturing year: _____

3bis. ~~Manufacturer serial number:~~ _____

3bis. Manufacturer serial number: _____

4. ~~EC references~~

Rolling stock subsystem

4.1. Date of declaration: _____

4.2. EC reference: _____

1 This form may also be produced electronically.
2 The box before each modified item also has to be ticked.
3 Not applicable for first registration.
4 Not applicable for first registration.

4.3. _____ Name of issuing body: _____

4.4. _____ Registered business number: _____

Address of organisation

4.5. _____ Street and number: _____

4.6. _____ Town: _____

4.7. _____ Country code: _____

4.8. _____ Post code: _____

4.9. E-mail address: _____

4.10. Organisation Code: _____

On-board CCS subsystem

4.1. Date of declaration: _____

4.2. EC reference: _____

4.3. Name of issuing body: _____

4.4. Registered business number: _____

4.5. Street and number: _____

4.6. Town: _____

4.7. Country code: _____

4.8. Post code: _____

4.9. E-mail address: _____

4.10. Organisation Code: _____

5. Reference to the European register of authorised types of vehicles:

5. Type/Version ID: _____

5bis. Series: _____

5bis. Series: _____

6. Restrictions

6.1. Coded restrictions (code): _____

6.2. Non-coded restrictions (text): _____

INFORMATION ABOUT THE ENTITIES RESPONSIBLE FOR THE VEHICLE

7. Owner

7.1. Name of organisation: _____

7.2. Registered business number: _____

Address of organisation _____

7.3. Street and number: _____

7.4. Town: _____

7.5. Country code: _____

7.6. Post code: _____

7.7. E-mail address: _____

7.8. Organisation Code: _____

Change of Owner

Date of change of Owner (YYYYMMDD): _____

8. Keeper

8.1. Name of organisation: _____

8.2. Registered business number: _____

Address of organisation _____

8.3. Street and number: _____

8.4. Town: _____

8.5. Country code: _____

8.6. Post code: _____

8.7. Vehicle Keeper Marking (VKM): _____

8.8. E-mail address: _____

8.9. Organisation Code: _____

Change of Keeper

Date of change of Keeper (YYYYMMDD): _____

Acceptance by new Keeper:

Date (YYYYMMDD): _____

Name of responsible officer: _____

Signature of responsible officer: _____

OPERATIONAL INFORMATION

9. Entity in charge of maintenance

9.1. Name of organisation: _____

9.2. Registered business number _____

~~Address of organisation~~ _____

9.3. Street and number: _____

9.4. Town: _____

9.5. Country code: _____

9.6. _____ Post code: _____

9.7. E-mail address: _____

9.8. Organisation Code: _____

Change of ECM

Date of change of ECM (YYYYMMDD): _____

Acceptance by new ECM:

Date (YYYYMMDD): _____

Name of responsible officer: _____

Signature of responsible officer: _____

10. Withdrawal

10.1. Mode of disposal Mode (code) ⁽⁵⁾: _____

10.2. Withdrawal Date (YYYYMMDD): _____

10.3. Withdrawal reason ⁽⁶⁾: _____

11. Member States where the vehicle is already authorised

11. Member States where the vehicle is already authorised:

11bis. Additional Conditions Applicable to the vehicle

11bis. Additional Conditions Applicable to the vehicle

RIC RIV TEN

⁵ Not applicable for first registration.

⁶ Applicable only to withdrawal codes 10, 20 and 30.

TEN-CW TEN-GE Other (_____)

INFORMATION ON THE AUTHORISATION

2. Member State where registration is sought and NSA that authorised the vehicle

2.1. Member State where registration is sought: _____

2.2. Name of authorising NSA: _____

2.3. Member State of authorising NSA: - _

Identification of the entity applying for registration:

Date: _____

Name and signature of responsible officer: _____

SAFETY AUTHORITY REFERENCES

1.1. ~~Allocated European Vehicle Number~~⁺ _____

12. Authorisation number

12. **Authorisation number:** _____

6. Restrictions

6.1. Coded restrictions (code): _____

6.2. Non-coded restrictions (text): _____

13. ~~Authorisation of Pl~~placing in service

13.1. Date of authorisation (YYYYMMDD): _____

13.2. Authorisation valid until (YYYYMMDD): _____

13.3. Suspension of authorisation (Yes/No): _____

13.4. Date of suspension (YYYYMMDD): _____

13.5. Date of revoke (YYYYMMDD): _____

Identification of the entity applying for registration:

Name: _____

⁺ _____ It is possible to attach a list for several vehicles of the same series or order.

Address: _____

Organisation Code: _____

Date (YYYYMMDD): _____

Name and signature of responsible officer: _____

Registration Entity references

Date application received (YYYYMMDD):: _____

Date of ~~withdrawal~~ update (YYYYMMDD):: _____

Appendix 5

GLOSSARY

Abbreviation	Definition
<u>ACA</u>	<u>Authorising Competent Authority: competent authority of a non-EU OTIF Contracting State as referred to in Article 5 of ATMF</u>
<u>Agency</u>	<u>The European Union Agency for Railways established by the Regulation (EU) 2016/769 of the European Parliament and of the Council of 11 May 2016</u>
<u>ATMF</u>	<u>Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF - Appendix G to COTIF).</u>
CCS	Control Command System
CIS	Commonwealth of Independent States
COTIF	Convention concerning International Carriage by Rail
CR	Conventional Rail (System)
DB	Database
EC	European Commission
<u>ECM</u>	<u>Entity in Charge of Maintenance</u>
EC-VVR	European Centralised Virtual Vehicle Register
EIN	European Identification Number
EN	European Standard (Euro Norm)
EVN	European Vehicle Number
ERA	European Railway Agency, also referred to as ‘the Agency’
ERATV	European Register of Authorised Types of Vehicles
ERTMS	European Rail Traffic Management System
EU	European Union
HS	High Speed (System)
IB	Investigating Body
ISO	International Organisation for Standardisation

Abbreviation	Definition
IM	Infrastructure Manager
INF	Infrastructure
IT	Information Technology
LR	Local Register
NoBo	Notified Body
NSA	National Safety Authority
NVR	National Vehicle Register
OPE (TSI)	Operation and Traffic management (TSI)
OTIF	Intergovernmental Organisation for International Carriage by Rail
RE	Registration Entity, i.e. the body responsible for keeping and updating the NVR <u>as designated by each Member State in accordance with Article 33(1)(b) of Directive 2008/57/EC.</u>
RB	Regulatory Body
RIC	Regulations governing the reciprocal use of carriages and brake vans in international traffic
RIV	Regulations concerning the reciprocal use of wagons in international traffic
RS or RST	Rolling Stock
RSRD (TAF)	Rolling Stock Reference Database (TAF)
RU	Railway Undertaking-
SG	OTIF Secretary General
SEDP (TAF)	Strategic European Deployment Plan (TAF)
TAF (TSI)	Telematic Applications for Freight (TSI)
TSI	Technical Specification for Interoperability-
VKM	Vehicle Keeper Marking
VKMR	Vehicle Keeper Marking Register
VVR	Virtual Vehicle Register
WAG (TSI)	Wagon (TSI)
WIMO (TAF)	Wagon and Intermodal Operational Database (TAF)

Appendix 6

PART '0' - VEHICLE IDENTIFICATION

General remarks

This appendix describes the European Vehicle Number and linked marking applied in a visible manner on the vehicle to identify it uniquely and in a permanent manner during operation. It does not describe other numbers or markings eventually engraved or fixed in a permanent manner on the chassis or the main components of the vehicle during its construction.

European Vehicle number and linked abbreviations

Each railway vehicle receives a number consisting of 12 figures (called European Vehicle Number (EVN)) with the following structure:

Rolling stock group	Interoperability capability and vehicle type [2 figures]	Country in which the vehicle is registered [2 figures]	Technical characteristics [4 figures]	Serial number [3 figures]	Check digit [1 figure]
Wagons	00 to 09 10 to 19 20 to 29 30 to 39 40 to 49 80 to 89 <i>[details in part 6]</i>	01 to 99 <i>[details in part 4]</i>	0000 to 9999 <i>[details in part 9]</i>	000 to 999	0 to 9 <i>[details in part 3]</i>
Hauled passenger vehicles	50 to 59 60 to 69 70 to 79 <i>[details in part 7]</i>		0000 to 9999 <i>[details in part 10]</i>	000 to 999	
Tractive rolling stock and units in a trainset in fixed or pre-defined formation	90 to 99 <i>[details in part 8]</i>		0000000 to 8999999 <i>[the meaning of these figures is defined by the Member States, eventually by bilateral or multilateral agreement]</i>		
Special vehicles			9000 to 9999 <i>[details in part 11]</i>	000 to 999	

In a given country, the 7 digits of technical characteristics and serial number are sufficient to identify uniquely a vehicle inside the groups of hauled passenger vehicles and special vehicles ⁽¹⁾.

Alphabetical markings complete the number:

- (a) abbreviation of the country in which the vehicle is registered (*details in part 4*);
- (b) Vehicle Keeper Marking (*details in part 1*);
- (c) abbreviations of the technical characteristics (*details in part 12 for the wagons, part 13 for the hauled passenger vehicles*).

⁽¹⁾ For special vehicles, the number has to be unique in a given country with the first digit and the 5 last digits of the technical characteristics and serial number.

~~The European Vehicle Number shall be changed when it does not reflect the interoperability capability or technical characteristics according to this Appendix due to technical modifications of the vehicle. Such technical modifications may require a new placing in service according to Articles 20 to 25 of Directive 2008/57/EC.~~

PART 1 — VEHICLE KEEPER MARKING

1. Definition of the Vehicle Keeper Marking (VKM)

A Vehicle Keeper Marking (VKM) is an alphabetic code, consisting of 2 to 5 letters ⁽¹⁾. A VKM is inscribed on each rail vehicle, near the European Vehicle Number. The VKM identifies the Vehicle Keeper as registered in a National Vehicle Register.

A VKM is unique and valid in all countries covered by this [TSI Decision](#) and all countries that enter into an agreement that involves the application of the system of vehicle numbering and VKM as described in this [Decision TSI](#).

2. Format of the Vehicle Keeper Marking

The VKM is representation of the full name or abbreviation of the vehicle keeper, if possible in a recognisable manner. All 26 letters of the Latin alphabet may be used. The letters in the VKM are written in capitals. Letters that do not stand for first letters of words in the keeper's name may be written in lower case. For checking uniqueness, the letters written in lower case will be taken as written in capitals.

Letters may contain diacritical signs ⁽²⁾. Diacritical signs used by these letters are ignored for checking uniqueness.

For vehicles of keepers that reside in a country that does not use the Latin alphabet, a translation of the VKM in its own alphabet may be applied behind the VKM separated from it by a slash-sign ('/'). This translated VKM is disregarded for data-processing purposes.

3. Provisions about allocation of Vehicle Keeper Markings

A vehicle keeper can be issued more than one VKM, in case:

- the vehicle keeper has a formal name in more than one language;
- a vehicle keeper has good cause to distinguish between separate vehicle fleets within his organisation.

A single VKM can be issued for a group of companies:

- that belong to single corporate structure (e.g. holding structure);
- that belong to a single corporate structure that has appointed and mandated one organisation within this structure to handle all issues on behalf of all others;
- that has mandated a separate, single legal entity for handling all issues on their behalf, in which event the legal entity is the keeper.

4. Register of Vehicle Keeper Markings and procedure for allocation

The register of VKM is public and updated on a real time basis.

An application for a VKM is filed with the applicant's competent national authority and forwarded to the [ERA Agency](#). A VKM can be used only after publication by the [ERA Agency](#).

The holder of a VKM must inform the competent national authority when he ends the use of a VKM, and the competent national authority will forward the information to the [ERA Agency](#). A VKM will then be revoked once the

⁽¹⁾ For NMBS/SNCB, the use of an encircled single letter B can be continued.

⁽²⁾ Diacritical marks are 'accent-signs', such as in Å, Ç, Ö, Ć, Ž, Å etc. Special letters such as Ø and Æ will be represented by a single letter; in tests for uniqueness Ø is treated as O and Æ as A.

keeper has proved that the marking has been changed on all vehicles concerned. It will not be reissued for 10 years, unless it is reissued to the original holder or at his request to another holder.

A VKM can be transferred to another holder, which is the legal successor to the original holder. A VKM stays valid when the VKM's holder changes his name to a name that does not bear resemblance to the VKM.

In case of a change of keeper which entails a change of VKM, the wagons concerned must be marked with the new VKM within three months from the date of registration of the change of keeper in the National Vehicle Register. In case of inconsistency between the VKM marked on the vehicle and the data registered in the NVR, the NVR-registration supersedes.

PART 2

Not used

PART 3 — RULES FOR THE DETERMINATION OF THE CHECK-DIGIT (DIGIT 12)

The check-digit is determined in the following manner:

- the digits in the even positions of the basic number (counting from the right) are taken at their own decimal value;
- the digits in the odd positions of the basic number (counting from the right) are multiplied by 2;
- the sum formed by the digits in even position and by all the digits which constitute the partial products obtained from the odd positions is then established;
- the units digit of this sum is retained;
- the complement required to bring the units digit to 10 forms the check-digit; should this units digit be nought, then the check-digit will also be nought.

Examples

1 -	Let the basic number be	3	3	8	4	4	7	9	6	1	0	0
	Multiplication factor	2	1	2	1	2	1	2	1	2	1	2
		6	3	16	4	8	7	18	6	2	0	0

Sum: $6 + 3 + 1 + 6 + 4 + 8 + 7 + 1 + 8 + 6 + 2 + 0 + 0 = 52$

The unit's digit of this sum is 2.

The check-digit number will therefore be 8 and the basic number thus becomes the registration number 33 844796 100 – 8.

2 -	Let the basic number be	3	1	5	1	3	3	2	0	1	9	8
	Multiplication factor	2	1	2	1	2	1	2	1	2	1	2
		6	1	10	1	6	3	4	0	2	9	16

Sum: $6 + 1 + 1 + 0 + 1 + 6 + 3 + 4 + 0 + 2 + 9 + 1 + 6 = 40$

The unit's digit of this sum is 0.

The check-digit number will therefore be 0 and the basic number thus becomes the registration number 31 51 3320 198 – 0.

PART 4 — CODING OF THE COUNTRIES IN WHICH THE VEHICLES ARE REGISTERED (DIGITS 3-4 AND ABBREVIATION)

The Information relating to third countries is given for information purposes only.

Countries	Alphabetical country code ⁽¹⁾	Numerical country code
Albania	AL	41
Algeria	DZ	92
Armenia	AM	58
Austria	A	81
Azerbaijan	AZ	57
Belarus	BY	21
Belgium	B	88
Bosnia-Herzegovina	BIH	50 and 44 49 ⁽²⁾
Bulgaria	BG	52
China	RC	33
Croatia	HR	78
Cuba	CU ⁽¹⁾	40
Cyprus	CY	
Czech Republic	CZ	54
Denmark	DK	86
Egypt	ET	90
Estonia	EST	26
Finland	FIN	10
France	F	87
Georgia	GE	28
Germany	D	80
Greece	GR	73
Hungary	H	55
Iran	IR	96
Iraq	IRQ ⁽¹⁾	99
Ireland	IRL	60
Israel	IL	95
Italy	I	83
Japan	J	42
Kazakhstan	KZ	27
Kyrgyzstan	KS	59
Latvia	LV	25
Lebanon	RL	98
Liechtenstein	FL	

Countries	Alphabetical country code ⁽¹⁾	Numerical country code
Lithuania	LT	24
Luxembourg	L	82
Macedonia	MK	65
Malta	M	
Moldova	MD ⁽¹⁾	23
Monaco	MC	
Mongolia	MGL	31
Montenegro	MNE	62
Morocco	MA	93
Netherlands	NL	84
North Korea	PRK ⁽¹⁾	30
Norway	N	76
Poland	PL	51
Portugal	P	94
Romania	RO	53
Russia	RUS	20
Serbia	SRB	72
Slovakia	SK	56
Slovenia	SLO	79
South Korea	ROK	61
Spain	E	71
Sweden	S	74
Switzerland	CH	85
Syria	SYR	97
Tajikistan	TJ	66
Tunisia	TN	91
Turkey	TR	75
Turkmenistan	TM	67
Ukraine	UA	22
United Kingdom	GB	70
Uzbekistan	UZ	29
Vietnam	VN ⁽¹⁾	32

⁽¹⁾ According to the alphabetical coding system described in Appendix 4 to the 1949 convention and Article 45(4) of the 1968 convention on road traffic.

⁽²⁾ Bosnia-Herzegovina is a federal state and uses 2 specific railway codes. A numerical country code 49 is reserved.

Not used

PART 6 — INTEROPERABILITY CODES USED FOR WAGONS (DIGITS 1-2).

	1st digit	2nd digit	0	1	2	3	4	5	6	7	8	9	2nd digit	1st digit
		Track Gauge	fixed or variable	fixed	variable	fixed	variable	fixed	variable	fixed	variable	fixed or variable	Track Gauge	
Wagons conform to TSI WAG ^(a) including section 7.1.2 and all conditions set out in Appendix C	0	with axles	Not to be used	wagons		not to be used ^(c)						PPV/PPW wagons (variable gauge)	with axles	0
	1	with bogies											with bogies	1
	2	with axles										PPV/PPW wagons (fixed gauge)	with axles	2
	3	with bogies				wagons							with bogies	3
Other wagons	4	with axles ^(b)	maintenance related wagons							Other wagons	Wagons with special numbering for technical characteristics not placed in service inside EU	with axles ^(b)	4	
	8	with bogies ^(b)										with bogies ^(b)	8	
	1st digit	2nd digit	0	1	2	3	4	5	6	7	8	9	2nd digit	1st digit

^(a) Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock — freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC [TSI WAG as adopted after the revision].

^(b) Fixed or variable gauge.

^(c) Except for wagons in category I (temperature-controlled wagons), not to be used for new vehicles authorised placed in service.

PART 7 — INTERNATIONAL TRAFFIC ABILITY CODES USED FOR HAULED PASSENGER VEHICLES (DIGITS 1-2)

	Domestic traffic	TEN ^(a) and/or COTIF ^(b) and/or PPV/PPW				Domestic traffic or international traffic by special agreement	TEN ^(a) and/or COTIF ^(b)	PPV/PPW		
2nd digit 1st digit	0	1	2	3	4	5	6	7	8	9
5	Vehicles for domestic traffic	Fixed-gauge non air-conditioned vehicles (including car-carrying wagons)	Gauge-adjustable (1435/1520) non-air-conditioned vehicles	Not to be used	Gauge-adjustable (1435/1668) non-air-conditioned vehicles	Historical vehicles	Not to be used ^(c)	Fixed-gauge vehicles	Gauge-adjustable (1435/1520) vehicles with change of bogies	Gauge-adjustable (1435/1520) vehicles with gauge-adjustable axles
6	Service vehicles	Fixed-gauge air-conditioned vehicles	Gauge-adjustable (1435/1520) air-conditioned vehicles	Service vehicles	Gauge-adjustable (1435/1668) air-conditioned vehicles	Car-carrying wagons	Not to be used ^(c)			
7	Air-conditioned and pressure-tight vehicles	Not to be used	Not to be used	Pressure-tight fixed-gauge air-conditioned vehicles	Not to be used	Other vehicles	Not to be used	Not to be used	Not to be used	Not to be used

^(a) Compliance with the applicable TSIs, see appendix P, part.5.

^(b) Including vehicles, which according to existing regulations carry the digits defined in the present table. COTIF: vehicle compliant with COTIF regulation in force at the moment of placing in service

^(c) Excepted for coaches with fixed gauge (56) and adjustable gauge (66) already in service, not to be used for new vehicles

PART 8 — TYPES OF TRACTIVE ROLLING STOCK AND UNITS IN A TRAINSET IN FIXED OR PRE-DEFINED FORMATION (DIGITS 1-2)

The first digit is '9'.

If the second digit describes the type of tractive stock, following coding is mandatory:

Code	General vehicle type
0	Miscellaneous
1	Electric locomotive
2	Diesel locomotive
3	Electric multiple-unit set (high speed) [power car or trailer]
4	Electric multiple-unit set (except high speed) [power car or trailer]
5	Diesel multiple-unit set [power car or trailer]
6	Specialised trailer,
7	Electric shunting engine
8	Diesel shunting engine
9	Special vehicle

PART 9 — STANDARD NUMERICAL MARKING OF WAGONS (DIGITS 5 TO 8)

Part 9 indicates the numerical marking associated to the main technical characteristics of the wagon and it is published on the [ERA Agency](http://www.era.europa.eu) website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the [ERA Agency](http://www.era.europa.eu). A new code can be used only after publication by the [ERA Agency](http://www.era.europa.eu).

PART 10 — CODES FOR THE TECHNICAL CHARACTERISTICS OF THE HAULED PASSENGER STOCK (DIGITS 5-6)

Part 10 is published on the [ERA Agency](http://www.era.europa.eu) website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the [ERA Agency](http://www.era.europa.eu). A new code can be used only after publication by the [ERA Agency](http://www.era.europa.eu).

PART 11 — CODES FOR THE TECHNICAL CHARACTERISTICS OF THE SPECIAL VEHICLES (DIGIT 6 TO 8)

Part 11 is published on the [ERA Agency](http://www.era.europa.eu) website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the [ERA Agency](http://www.era.europa.eu). A new code can be used only after publication by the [ERA Agency](http://www.era.europa.eu).

PART 12 — LETTER MARKING FOR WAGONS EXCLUDING ARTICULATED AND MULTIPLE WAGONS

Part 12 is published on the [ERA Agency](http://www.era.europa.eu) website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the [ERA Agency](http://www.era.europa.eu). A new code can be used only after publication by the [ERA Agency](http://www.era.europa.eu).

PART 13 — LETTER MARKING FOR HAULED PASSENGER STOCK

Part 13 is published on the [ERA Agency](http://www.era.europa.eu) website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the [ERA Agency](http://www.era.europa.eu). A new code can be used only after publication by the [ERA Agency](http://www.era.europa.eu).