

Making the railway system
work better for society.

Technical document

STANDARD NUMERICAL CODING FOR RAILWAY UNDERTAKINGS, INFRASTRUCTURE MANAGERS AND OTHER COMPANIES INVOLVED IN RAIL-TRANSPORT CHAINS

*In the Document History table, version are identified as x.n where
“x” is a correlative number assigned to an approved version when reaching a main milestones
“n” is a correlative number assigned to draft versions, starting by 1. “n”=0 means version approved
Information related to previous draft versions (i.e. 0.1, 0.2 etc.) shall be deleted from the table when a
subsequent approved version is issued.*

Document History

<i>Version</i>	<i>Date</i>	<i>Comments</i>
2.0	10.01.2020	Initial draft V 2.0

Contents

1.	Summary	3
2.	Definitions	3
3.	Coding structure.....	3
4.	Eligible companies.....	3
5.	Code administration.....	4

Application:

With effect from **10 January 2020**.

All actors of the European Union falling under the provisions of the TAP TSI.

1. Summary

The purpose of this Technical Document is to define the application, structure, allocation and cancellation of the standard code used to identify companies involved in a rail-transport chain.

These codes are published in accordance with the present Technical Document by the European Rail Agency on its website.

2. Definitions

For the purposes of this Technical Document, the following definitions shall apply:

- › - "Railway Undertaking" (operator) means any public or private undertaking 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 must ensure traction; this also includes undertakings which provide traction only (including shipping companies, covered by international railway tariffs; the attribution of a code to a shipping company does not imply automatically the obligation to comply with the provisions of the COMMISSION REGULATION (EU) No 454/2011).
- › "Infrastructure Manager" means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure. This may also include the management of infrastructure control and safety systems. The functions of the infrastructure manager on a corridor or part of a corridor may be allocated to different bodies or undertakings.
- › "Company involved in a rail-transport chain" means any company legally based in a Member State of the European Union, directly or indirectly involved in rail traffic or having a business relationship with one or more of such companies.

Hereinafter Railway Undertakings, Infrastructure Managers and companies involved in a rail-transport chain shall be referred to as "Companies".

This Company code (hereinafter referred to as the Code) is the four-position numerical code described below used to identify the aforementioned Companies.

3. Coding structure

Basically the Code is a numerical, four-position, unstructured code.

These Codes shall be allocated in line with the provisions of the Chapter 7.2 of Annex I of COMMISSION REGULATION (EU) No **454/2011** regulations for the management of Company Codes.

4. Eligible companies

The following rules shall apply when allocating Company Codes:

- › Every company involved in a rail-transport chain and legally based in a Member State of the European Union, shall be entitled to a code, independently of its membership in whatever sector association.
- › Any state agency (body) and organisation involved in the railway business and legally based in a Member State of the European Union shall also be entitled to a code.
- › Every company taking part in the message exchange according to B.5, B.7, B.10 and/or B.30 as well as every company referenced on a ticket according to B.6 and every company falling under

obligations to make available data according to B.1, B.2, B.3 and B.4 has to have a valid company code.

- › The company codes attributed to a company that has more than one role (e.g. passenger RU and IM) have to reflect the different possible addressees during the data exchange of the RU/IM messages. Therefore in this case each role would need to have a separately identified company code (e.g. one code for the passenger RU division and another one for the IM division).
- › It is also possible to have several codes for one company if the roles shall be further distinguished amongst freight RU and passenger RU.

The Codes must be requested according to the provisions of the Chapter 7.2 of Annex I of COMMISSION REGULATION (EU) No 454/2011. The forms are available on publicly accessible websites.

The fees for Code allocation and Code administration are set according to the provisions of the Chapter 7.2 of Annex I of COMMISSION REGULATION (EU) No 454/2011 for the management of Company Codes

5. Code administration

The list of Codes as well as the latest version of this Technical Document shall be made available by the European Rail Agency on its website¹.

¹ <http://www.era.europa.eu>
120 Rue Marc Lefrancq | BP 20392 | FR-59307 Valenciennes Cedex
Tel. +33 (0)327 09 65 00 | era.europa.eu