

Draft

**COMMISSION IMPLEMENTING [ACT]**

**on**

**the specification for the European Vehicle Register referred to in Article 47 of Directive (EU) 2016/797 and repealing Decision 2007/756/EC**

**(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)<sup>1</sup>, in particular Articles 22 and 47 thereof,

Having regard to Regulation (EU) 2016/796 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004<sup>2</sup> and in particular Article 37 thereof,

Whereas:

- (1) Article 47 of Directive (EU) 2016/797 requires the Commission to adopt by means of implementing acts the technical and functional specifications for the European Vehicle Register. Those implementing acts shall be adopted on the basis of a recommendation of the Agency. Therefore, a working party was setup by the Agency to draft the technical and functional specifications for the European Vehicle Register (EVR) and an Agency Recommendation was submitted to the Commission in December 2017.
- (2) Article 47 of Directive (EU) 2016/797 requires the European Vehicle Register to be operational by 16 June 2021.
- (3) Article 37 of Regulation (EU) 2016/796 requires the Agency to setup and maintain, where relevant in cooperation with the competent national actors, the EVR. The Agency shall make the EVR publicly available under the conditions referred to in Article 47 of Directive (EU) 2016/797.
- (4) The European Vehicle Register should aim at reducing administrative burdens and undue costs for Member States and stakeholders, providing a harmonised interface to all users for the registration of vehicles and data management.
- (5) The European Vehicle Register should be developed taking into consideration the IT applications and registers already set up by the Agency and the Member States, such as

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<sup>1</sup> OJ L 138, 26.5.2016, p. 44–101

<sup>2</sup> OJ L 138, 26.5.2016, p. 1

the European Centralised Virtual Vehicle Register connected to the national vehicle registers.

- (6) The measures provided for in this [Decision/Regulation] support the establishment of a single European vehicle register which would contribute to the further development and effective functioning of a single European railway area without frontiers.
- (7) The measures provided for in this [Decision/Regulation] are in accordance with the opinion of the Committee referred to in Article 51 of Directive (EU) 2016/797.

HAS ADOPTED THIS [DECISION/REGULATION]:

*Article 1*

The technical and functional specifications of the European Vehicle Register (EVR) are set out in Annex.

*Article 2*

Within 2 years from the entry into force of this [Decision/Regulation] the Agency shall make available to Member States the centralised EVR functions.

Within 6 months from the entry into force of this [Decision/Regulation], Member States shall notify the Agency of their decision to use the centralised registration function setup by the Agency or to setup their de-centralised registration function; however, Member States shall be allowed, after the EVR is operational, to modify their decision by notifying the Agency at least 6 months in advance.

Any de-centralised registration function shall be operational in line with these EVR specifications at the latest by 16 June 2021.

*Article 3*

The Agency shall support the Member States in the migration of data for registered vehicles from the NVRs to the centralised registration function of EVR and in the implementation of the interfaces between the decentralised registration functions and the centralised functions. The specifications of the implementation of these interfaces shall be made available by the Agency at the latest 1 year before 16 June 2021.

*Article 4*

Decision 2007/756/EC is repealed with effect 16 June 2021.

*Article 5*

This [Decision/Regulation] is addressed to the Member States.

Done at Brussels, [...]

*For the Commission*  
[...]

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## ANNEX

### 1. DATA

The data format of the European Vehicle Register (hereinafter referred to as "EVR") is as follows.

Parameter number	Parameter name	Description	Format	Compulsory
1	Vehicle Identification			
1.1	European Vehicle Number	European Vehicle Number. Numeric identification code as defined in Appendix 6.	See Appendix 6 <sup>(1)</sup>	Compulsory
1.2	Previous vehicle number	Previous number (if applicable, for renumbered vehicle)		Compulsory (when applicable)
2	Member State of Registration			
2.1	Member State of registration	Member State where the vehicle has been registered	2-letter code (*)	Compulsory
3	Member States where the vehicle is authorised			
3.1	Resulting area of use	Field automatically filled in by the system based on the values of parameter 11.4.	Text	Field automatically filled in by the system based on the values of parameter 11.4.
4				
4.1	Additional conditions applicable to the vehicle	Identification of applicable bilateral or multilateral agreements such as RIV, RIC, TEN, TEN-CW, TEN-GE, ...	Text	Compulsory (when applicable)
5	Manufacturing			
5.1	Manufacturing year	Year in which the vehicle left the factory	YYYY	Compulsory

5.2	Manufacturing serial number	Manufacturing serial number as marked on the vehicle frame.	Text	Optional
5.3	ERATV Reference	Identification in ERATV of the authorised <sup>(2)</sup> vehicle type (or version or variant) the vehicle is in conformity with.	Alphanumeric code(s)	Compulsory (when available)
5.4	Series	Identification of the series the vehicle is part of.	Text	Compulsory (when applicable)
6	References to EC Declarations of verification <sup>(3)</sup>			
6.1	Date of EC declaration	Date of EC declaration of verification	Date (YYYYMMDD)	Compulsory (when available)
6.2	EC declaration reference	Reference to the EC declaration of verification	For existing vehicles: text. For new vehicles: alphanumeric code based on EIN, see Appendix 2	Compulsory (when available)
6.3	EC Declaration of verification issuing body (the applicant)			
6.3.1	Organisation name		Text	Compulsory (when available)
6.3.2	Registered business number		Text	Compulsory (when available)
6.3.3	Address	Address of organisation, street and number	Text	Compulsory (when available)
6.3.4	Town		Text	Compulsory (when available)
6.3.5	Country code		2-letter code (*)	Compulsory (when available)
6.3.6	Post code		Alphanumeric code	Compulsory (when available)
6.3.7	E-mail address		E-mail	Compulsory (when available)

6.3.8	Organisation Code		Alphanumeric code	Compulsory (when available)
7	Owner	Identification of the owner of the vehicle		
7.1	Organisation Name		Text	Compulsory
7.2	Registered business number		Text	Compulsory
7.3	Address		Text	Compulsory
7.4	Town		Text	Compulsory
7.5	Country code		2-letter code (*)	Compulsory
7.6	Post code		Alphanumeric code	Compulsory
7.7	E-mail address		E-mail	Compulsory
7.8	Organisation Code		Alphanumeric code	Compulsory
8	Keeper	Identification of the keeper of the vehicle		
8.1	Organisation name		Text	Compulsory
8.2	Registered business number		Text	Compulsory
8.3	Address		Text	Compulsory
8.4	Town		Text	Compulsory
8.5	Country code		2-letter code (*)	Compulsory
8.6	Post code		Alphanumeric code	Compulsory
8.7	E-mail address		E-mail	Compulsory
8.8	Organisation Code		Alphanumeric code	Compulsory
8.9	VKM		Alphanumeric code	Compulsory
9	Entity in charge of maintenance	Reference to the entity in charge of maintenance		
9.1	Organisation name		Text	Compulsory
9.2	Registered business number		Text	Compulsory
9.3	Address		Text	Compulsory
9.4	Town		Text	Compulsory
9.5	Country code		2-letter code (*)	Compulsory
9.6	Post code		Alphanumeric code	Compulsory
9.7	E-mail address		E-mail	Compulsory
9.8	Organisation Code		Alphanumeric code	Compulsory

10	Registration status			
10.1	Registration status (see Appendix 3)		2-digit code	Compulsory
10.2	Registration status date	Date of the status of the registration	Date (YYYYMM DD)	Compulsory
10.3	Registration status reason.		Text	Compulsory (when applicable)
11	Authorisations <sup>(4)</sup> for placing on the market <sup>(5)</sup>			
11.1	Name of authorising entity	Entity (NSA or the Agency) that authorised the placing on the market	Text	Compulsory
11.2	Member State of authorising entity	Member State of authorising entity	2-letter code (*)	Compulsory
11.3	EIN	Harmonised authorisation number for placing in service, generated by authorising entity	Authorisation number. For new vehicles: alphanumeric code based on EIN, see Appendix 2.	Compulsory
11.4	Area of use	As stated in the issued vehicle authorisation.	Text	Compulsory
11.5	Date of authorisation		Date (YYYYMM DD)	Compulsory
11.6	Authorisation valid until (if specified)		Date (YYYYMM DD)	Compulsory (when applicable)
11.7	Date of suspension of authorisation		Date (YYYYMM DD)	Compulsory (when applicable)
11.8	Date of revocation of authorisation		Date (YYYYMM DD)	Compulsory (when applicable)
11.9	Conditions for use of the vehicle and other restrictions on how the vehicle may be used			

11.9.1	Coded restrictions	Conditions for use and restrictions on how the vehicle may be used	List of codes (see Appendix 1).	Compulsory (when applicable)
11.9.2	Non-coded restrictions	Conditions for use and restrictions on how the vehicle may be used	Text	Compulsory (when applicable)

(<sup>1</sup>) Rolling stock placed in service for the first time in Estonia, Latvia or Lithuania and intended to be used outside the European Union as part of common 1 520 mm rail system wagons fleet shall be registered in both the EVR and the Information Database of the Council of Railway Transport of the Commonwealth of Independent States. In this case, the 8-digit numbering system may be applied instead of the numbering system specified in Appendix 6.

(<sup>2</sup>) For vehicle types authorised in accordance with Article 26 of Directive 2008/57/EC and Article 24 of Directive (EU) 2016/797.

(<sup>3</sup>) It should be possible to specify the references to the EC Declaration of verification of the rolling stock subsystem and the CCS subsystem

(<sup>4</sup>) It should be possible to specify the data for all authorisations granted to the vehicle.

(<sup>5</sup>) Authorisation for placing on the market delivered in accordance with Chapter V of Directive (EU) 2016/797 or authorisation for placing in service delivered in accordance with Chapter V of Directive 2008/57/EC or 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. The EVR architecture

The EVR will be implemented by means of centralised and, if applicable, decentralised functions.

#### 2.1.1. Data search and consultation function (DSC function)

The DSC function is implemented by the Agency via a centralised web-based tool and an interface for machine to machine communication. The function enables the searching and consultation of data in the EVR after authentication.

#### 2.1.2. User creation and administration function (UCA function)

The UCA function is implemented via a centralised web-based tool setup by the Agency. The function enables persons and organisations to request access to EVR data and the competent RE to create users and manage access rights.

#### 2.1.3. Reference data administration function (RDA function)

The RDA function is implemented via a centralised web-based tool setup by the Agency. The function enables REs and the Agency to manage the common reference data.

#### 2.1.4. Application, registration and data storage functions (ARS functions)

The ARS function enables keepers<sup>1</sup>, after authentication, to submit applications for registration or update of an existing registration to the selected RE, via a web-based tool presenting the harmonised e-form (see Appendix 4), and the RE to register the data of the registration. The set of registrations for a given Member State is also referred to as the vehicle register of such Member State.

<sup>1</sup> Applicant for vehicle registration is the keeper (Article 22, Directive (EU) 2016/797).



The Member State may use the centralised ARS function (C-ARS) made available by the Agency or may implement the ARS function autonomously. In the latter case, the Member States and the Agency shall ensure the communication between the decentralised ARS functions (D-ARS) and the centralised functions (DSC, UCA and RDA).

## 2.2. **Usability**

The EVR functions shall be accessible to users with the most commonly used web browsers and in all EU official languages.

## 2.3. **Availability**

As a general rule, EVR shall be available 24 hours a day, 7 days a week, 365 days a year, with a target system availability of 98%.

However, in the case of a failure occurring out of business hours - Monday to Friday from 07:00 to 20.00 Central European Time (CET) - the restoration of the service shall be handled the next working day after the failure. The unavailability of the system shall be minimal during the maintenance.

## 2.4. **Service level**

Support is provided during business hours by a Help Desk to users on matters related to the use of the system and to the REs on the functioning of the system.

## 2.5. **Change Control**

The Agency shall establish a change control management process for the EVR.

# 3. **OPERATING MODE**

## 3.1. **Use of EVR**

The EVR may be used for purposes such as:

- check if a vehicle is duly registered and the status of the registration;
- retrieving information on the authorisations for placing on the market, including the authorising entity, the area of use, the conditions for use and other restrictions;
- retrieving the reference to the authorised vehicle type to which the vehicle conforms to;
- identifying the keeper, the owner and the entity in charge of maintenance.

## 3.2. **Registration of vehicles**

### 3.2.1. *General rules*

1. A vehicle, after the authorisation for placing on the market and before being operated, shall be registered in the EVR at the request of the keeper. The keeper shall submit the application for registration to one Member State of its choice within the area of use. Without prejudice to the authorisation for placing on the market and, at the request of the applicant or keeper, the Member State chosen for registering the vehicle shall offer procedures for the pre-reservation of a vehicle number.

2. For a given vehicle, only one valid registration may exist in the EVR. A vehicle without a valid registration may not be operated.

3. Upon registration, the vehicle is assigned an EVN by the competent authority in the registering Member State. The EVN shall comply with the rules set in Appendix 6. In case the applicant or keeper – upon their request – received a pre-reserved vehicle number, this vehicle number shall be used upon the first registration.
4. The EVN may be changed in the cases specified in sections 3.2.2.8 and 3.2.2.9.
5. In case of vehicles entering the European Union rail network from third countries and registered in vehicle register not in line with this Specification or not connected to EVR, the keeper shall submit the application for registration to the first Member State that authorised the vehicle to be placed on the market on the European Union rail network.
6. Rolling stock placed in service for the first time in a third country and intended to be used inside the European Union as part of the common 1 520 mm rail system wagons fleet shall not be registered in the EVR. However, in conformity with article 47(7) of Directive (EU) 2016/797, it must be possible to retrieve information on the keeper of the vehicle concerned, the entity in charge of its maintenance and the restrictions on how the vehicle may be used.
7. In case of vehicles entering the European Union rail network from third countries and registered in a vehicle register connected to the EVR (via the Data search and consultation function (DSC)), in line with this Specification, they shall be registered only in that vehicle register.
8. For each vehicle, the EVR shall contain the references of all Member States authorisations granted to the vehicle and the corresponding conditions for use and other restrictions.
9. The RE must take reasonable steps to ensure the accuracy of the data it enters in the EVR. To this end the RE can request information from other REs, in particular when the keeper applying for registration is established in another Member State. The RE may decide to suspend a vehicle registration in duly justified cases.
10. The NSA of the registering Member State shall be able to apply for the suspension of the registration of a vehicle registered in its Member State in duly justified cases.
11. The keeper shall submit the applications for registration via the electronic web-based form to the competent RE. The form shall be made available as part of the Application, registration and data storage (ARS) function and shall be accessible after authentication.
12. Applications for registration may concern a single vehicle or a list of vehicles.
13. In some registration cases, Member States may require supporting documents to be electronically attached to the application for registration; to that end the RE shall publish the list of supporting documents required in each registration case.
14. Besides the data referred to in section 1, Member States may require additional fields to be provided in the registration application following provisions of the national law; to that end the RE shall publish the list of such fields and their corresponding references to the provisions of the national law.
15. The RE shall register the data in the EVR within 20 working days of the receipt of a complete application. The RE shall, within this deadline, either register the vehicle or request correction/clarification.

16. The Keeper shall be able to submit its application for registration via a web-based electronic form and to review the progress of its applications via a web-based dashboard. The web-based form and dashboard are part of the Application, registration and data storage (ARS) function and are accessible after authentication.

17. The system shall notify the Keeper and RE of any change of status of the application for registration.

### 3.2.2. *Registration cases*

The registration cases are defined below. If applicable, it is possible to merge different registration cases in a single vehicle registration application.

#### 3.2.2.1. New registration

All mandatory fields listed in Annex 1. Data shall be filled, together with any additional field required by the Member State according to 3.2.1 (14).

Applications shall be submitted by the keeper to the RE of the Member State in the area of use of the vehicle where registration is sought.

For vehicles coming from third countries according to 3.2.1(5), applications shall be submitted to the RE of the first Member State that authorised the vehicle to be placed on the market. In this case the application shall contain at least the information on the identification of the keeper, the entity in charge of maintenance and the restrictions on how the vehicle may be used.

#### 3.2.2.2. Update of an existing registration

Applications shall be submitted by the keeper to the RE of the Member State where the vehicle is registered. Only the parameters in Annex 1. Data to be updated shall be filled.

#### 3.2.2.3. Change of keeper

Should a keeper of a vehicle change, it is the responsibility of the currently registered keeper to inform the RE in due time, so that the latter may update the EVR. The former keeper is removed from the EVR registration 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.

#### 3.2.2.4. Change of ECM

When there is a change of entity in charge of maintenance of a vehicle, the keeper shall inform the RE in due time, so that the latter may update the EVR. The former entity in charge of maintenance shall deliver the maintenance documentation to either the keeper or the new entity in charge of maintenance. The former entity in charge of maintenance is relieved of its responsibilities when it is removed from the EVR registration. If on the date of de-registration of the former entity in charge of maintenance any new entity has not acknowledged its acceptance of entity in charge of maintenance status, the registration of the vehicle is suspended.

#### 3.2.2.5. Change of Owner

When there is a change of Owner, the keeper shall inform the RE in due time, so that the latter may update the EVR.

### 3.2.2.6. Suspension or reactivation of a registration

The new status<sup>2</sup> and the status reason shall be filled. The status date is automatically filled by the system.

A vehicle that has its registration suspended may not be operated on the European railway network.

A reactivation of a registration after suspension will require the verification by the RE of the conditions which caused the suspension and, if applicable, in coordination with the NSA that requested the suspension.

### 3.2.2.7. Withdrawal of a registration

The new status<sup>2</sup> and the status reason shall be filled. The status date is automatically filled by the system.

A vehicle that has its registration withdrawn may not be operated on the European railway network under such registration.

### 3.2.2.8. Change of EVN following technical modifications

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 on the market according to Articles 21 and 24 of Directive (EU) 2016/797. The keeper shall inform of these changes and, if applicable, of the new authorisation for placing on the market the RE of the Member State where the vehicle is registered. This RE shall assign to the vehicle a new EVN.

The change of EVN consists of a new registration of the vehicle and subsequent withdrawal of the old registration.

### 3.2.2.9. Change of EVN and of registering Member State

The EVN may be changed at the request of the keeper through a new registration of the vehicle by a different Member State in the area of use and subsequent withdrawal of the old registration. The administrative costs incurred to change the EVN shall be covered by the keeper requesting the change of EVN.

### 3.2.3. *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 and 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.

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<sup>2</sup> As in Appendix 3

### 3.2.4. *Historical records*

All data in the EVR 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 archived. 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 to the data in the EVR shall be recorded.

## 3.3. **Management of users**

### 3.3.1. *Request of user*

Any person or organisation shall be able to request access to EVR via a web-based form (part of the centralised User creation and administration (UCA) function) to the competent RE where the organisation is located.

The RE shall assess the request and, if appropriate, create a user account for the requestor and assign the appropriate access rights according to 3.3.2 and 3.3.3.

### 3.3.2. *Access rights*

The access rights to data of EVR are listed in the table below:

Entity	Read rights	Update rights
RE of Member State 'XX'	All data	All data in vehicle register of MS 'XX'
NSA/ACA	All data	None
Agency and OTIF SG	All data	None
Keeper	All data on vehicles of which it is keeper.	None
Fleet manager	All data on vehicles for which they have been appointed manager by the keeper	None
ECM	All data, except Owner's references, of vehicles for which it is ECM.	None
Owner	All data on vehicles of which it is owner.	None
RU	All data, except Owner's references, based on one or more vehicle numbers.	None

IM	All data, except Owner's references, based on one or more vehicle numbers.	None
IB and RB	All data on vehicles being checked or audited	None
EC declaration of verification issuing body (the applicant)	All data on vehicles of which it is EC declaration of verification issuing body (the applicant), except Owner's references	None
Other legitimate user recognised by NSA or the Agency <sup>(1)</sup>	To be defined as appropriate, duration possibly limited, except Owner's references	None

<sup>1</sup> The Agency shall, in cooperation with the NSAs, define the procedure for recognising legitimate users.

### 3.3.3. *Other rights*

Keepers shall be able to submit applications for registration.

Any organisation shall be able to submit changes to its own data kept in the reference data (see 3.4)

### 3.3.4. *Security*

Authentication of users is by means of username and password. In the case of keepers (applicants for vehicle registration) and REs, authentication shall provide the assurance level 'substantial' as referred to in Annex 2.2.1 of Regulation (EU) 2015/1502.

### 3.3.5. *Data protection*

Data in the EVR shall be managed according to GDPR regulation and applicable national legislation on data protection.

## 3.4. **Reference data**

In order to guarantee the harmonisation of data input in the registration process, EVR shall make use of reference data. EVR reference data for parameters in Annex 1. Data shall be available to Keepers in the harmonised e-form via the Application, registration and data storage (ARS) function.

### 3.4.1. *Update of reference data*

Reference data is kept updated and available in a central tool (part of the Reference data administration (RDA) function) by the Agency in collaboration with the REs.

Any organisation recorded in the reference data shall be able to submit changes to its data via a web-based interface.

Following an application for registration, the RE shall ensure that the organisation data is recorded in the reference data with allocation of an Organisation Code by the Agency or, if already recorded, that the reference data is updated with the new data submitted by the keeper.

### 3.4.2. *Organisation codes*

#### 3.4.2.1. Definition of organisation code

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

#### 3.4.2.2. 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.

#### 3.4.2.3. Allocation of organisation codes

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

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

A range to be allocated only to companies under scope of TAP and TAF TSI is specified in the EVR Guidelines.

#### 3.4.2.4. 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. **Vehicle number**

1. Vehicles already possessing a 12-digit number shall keep their current number. The 12-digit number shall be registered as such without any modification.

2. Vehicles without a 12-digit number<sup>3</sup>. A 12-digit number (according to Appendix 6) shall be allocated in the EVR. The IT system shall link this EVN to the current vehicle number. 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 EVR. For vehicles used in domestic traffic and for those reserved for historical use: the physical application of the 12-digit number is voluntary.

### 4.2. **Procedure from migration from NVRs to EVR**

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

Existing vehicles shall be registered only by the Member State where they were firstly authorised for placing in service according to Articles 21 to 26 of Directive 2008/57/EC or, in case of registrations transferred to the NVR of another Member State, by such Member State.

### 4.3. **Existing systems**

The sNVRs, TE and VVR systems developed by the Agency according to Decision 2007/756/EC shall be discontinued as of 16 June 2021 and will be no longer supported after the EVR is operational.

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<sup>3</sup> Without prejudice to footnote (1) of Annex 1. Data, parameter 1.1 European Vehicle Number.

**5. GUIDELINES**

To facilitate the implementation and usage of this technical and functional specifications, the Agency shall publish and keep up-to-date guidelines.

Member States shall set up, publish and keep up to date guidelines, in particular describing their language policy including communication provisions.

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## **RESTRICTION CODING**

### **1. PRINCIPLES**

Restrictions are those referred to in the authorisation for placing on the market.

Restrictions may be assigned a harmonised code or a national code.

### **2. STRUCTURE**

Each code is a combination of:

- Category of restriction
- Type of restriction
- Value or specification

Which are joint by a dot (.):

[Category].[Type].[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 referred to in Article 51 of Directive (EU) 2016/797.

#### **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 referred to in Article 51 of Directive (EU) 2016/797.

- 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.
- 3.5. A unique list of restriction codes shall be kept for the EVR and ERATV.
- 3.6. Where relevant, the Agency may coordinate the process of harmonisation of restriction codes with OTIF Secretariat.

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*Appendix 2*

**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.

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Appendix 3

**REGISTRATION STATUS CODING**

Code	Registration status	Registration status reason	Description
00	Valid	Not applicable	The vehicle has a valid registration.
10	Suspended	Not applicable	The vehicle's registration is suspended at the request of the keeper or by a decision of the NSA of the registering Member State or RE. Not used anymore.
11	Suspended	Not applicable	The vehicle registration is suspended at the request of the keeper. The vehicle is destined for storage in working order as an inactive or strategic reserve.
12	Suspended	To be specified by the Keeper and recorded in parameter 10.3.	The vehicle registration is suspended at the request of the keeper. Other reason.
13	Suspended	To be specified by the NSA of the registering Member State and recorded in parameter 10.3.	The vehicle registration is suspended at the request of the NSA of the registering Member State.
14	Suspended	To be specified by the RE and recorded in parameter 10.3	The vehicle registration is suspended by decision of the RE.
20	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is known to be re-registered under a different number, for continued use on (all or part of the) European railway network. Code not to be used anymore.
21	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is known to be re-registered under a different EVN due to technical modifications of the vehicle. See Annex, 3.2.2.8.
22	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is known to be re-registered under a different EVN and by a different Member State in the area of use. See Annex, 3.2.2.9.
30	Withdrawn	To be specified by the keeper and recorded in parameter 10.3.	The vehicle registration is withdrawn at the request of the keeper. The vehicle's registration for operating on the European railway network has ended without known re-registration.

31	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is destined for continued use as a rail vehicle outside the European railway network.
32	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is destined for the recovery of major interoperable constituents/modules/spares or major rebuilding.
33	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle has been scrapped and disposed for materials (including major spares) for recycling.
34	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. 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

The codes and the reason are based solely on information provided to the RE by the entity requesting the change of registration status.

Appendix 4

STANDARD E-FORM FOR REGISTRATION



Standard e-form for registration of authorised vehicles

<u>REGISTRATION CASE TYPE</u>	<u>REGISTRATION CASE</u> <sup>(1)</sup>
New registration	<input type="checkbox"/> New registration
Update	<input type="checkbox"/> Update of registration
	<input type="checkbox"/> Change of Keeper
	<input type="checkbox"/> Change of ECM
	<input type="checkbox"/> Change of Owner
	<input type="checkbox"/> Update of organisation data
Change of registration status	<input type="checkbox"/> Suspension
	<input type="checkbox"/> Reactivation
	<input type="checkbox"/> Withdrawal
Change of EVN	<input type="checkbox"/> Change of EVN following technical modifications
	<input type="checkbox"/> Change of EVN and registering MS <sup>(2)</sup>

INFORMATION ABOUT THE VEHICLE

**1. Vehicle identification**

- 1.1 EVN <sup>(3)</sup>: \_\_\_\_\_
- 1.2 Previous vehicle number: \_\_\_\_\_

**2. Member State of Registration**

- 2.1 Member State of registration <sup>(4)</sup>: \_\_

**3. Member States where the vehicle is authorised**

<sup>1</sup> Except for the case *New registration*, the box before each modified parameter shall also be ticked.  
<sup>2</sup> In such case, the form addressed to the new RE shall also have the box *New registration* ticked and the form addressed to the previous RE shall also have the box *Withdrawal* ticked.  
<sup>3</sup> In case of *New registration*, the field may be left empty or filled with a pre-reserved vehicle number.  
<sup>4</sup> In case of *New registration*, Member State where registration is sought.

3.1 Resulting area of use: \_\_\_\_\_

**4. Additional conditions applicable to the vehicle**

4.1 Additional Conditions applicable to the vehicle

- RIC       RIV       TEN  
 TEN-CW    TEN-GE    Other ( \_ \_ \_ \_ \_ )

**5. Manufacturing**

- 5.1 Manufacturing year: \_ \_ \_ \_  
 5.2 Manufacturing serial number: \_\_\_\_\_  
 5.3 Type/Version ID: \_ \_ - \_ \_ \_ - \_ \_ \_ \_ - \_ \_ \_ \_  
 5.4 Series: \_\_\_\_\_

**6. References to EC declarations of verification**

**a. Rolling stock subsystem**

- 6.1 Date of EC declaration: \_ \_ \_ \_ \_ \_  
 6.2 EC declaration reference: \_\_\_\_\_

EC declaration of verification issuing body (the applicant)

- 6.3.1 Organisation Name: \_\_\_\_\_  
 6.3.2 Registered business number: \_\_\_\_\_  
 6.3.3 Address: \_\_\_\_\_  
 6.3.4 Town: \_\_\_\_\_  
 6.3.5 Country code: \_ \_  
 6.3.6 Post code: \_\_\_\_\_  
 6.3.7 E-mail address: \_\_\_\_\_  
 6.3.8 Organisation Code: \_ \_ \_ \_ \_

**b. On-board CCS subsystem**

- 6.1 Date of EC declaration: \_ \_ \_ \_ \_ \_  
 6.2 EC declaration reference: \_\_\_\_\_

EC declaration of verification issuing body (the applicant)

- 6.3.1 Organisation Name: \_\_\_\_\_  
 6.3.2 Registered business number: \_\_\_\_\_  
 6.3.3 Address: \_\_\_\_\_  
 6.3.4 Town: \_\_\_\_\_  
 6.3.5 Country code: \_ \_  
 6.3.6 Post code: \_\_\_\_\_  
 6.3.7 E-mail address: \_\_\_\_\_  
 6.3.8 Organisation Code: \_ \_ \_ \_ \_

**INFORMATION ABOUT THE ENTITIES RESPONSIBLE FOR THE VEHICLE**

**7. Owner**

- 7.1 Organisation name: \_\_\_\_\_

- 7.2 Registered business number: \_\_\_\_\_
- 7.3 Address: \_\_\_\_\_
- 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 Organisation Name: \_\_\_\_\_
- 8.2 Registered business number: \_\_\_\_\_
- 8.3 Address: \_\_\_\_\_
- 8.4 Town: \_\_\_\_\_
- 8.5 Country code: \_\_
- 8.6 Post code: \_\_\_\_\_
- 8.7 E-mail address: \_\_\_\_\_
- 8.8 Organisation Code: \_\_\_\_\_
- 8.9 VKM: \_\_\_\_\_

**Change of Keeper**

Date of change of Keeper (YYYYMMDD): \_\_\_\_\_

Acceptance by new Keeper:

Date (YYYYMMDD): \_\_\_\_\_

Title, name and signature of authorised representative: \_\_\_\_\_  
 \_\_\_\_\_

**OPERATIONAL INFORMATION**

**9. Entity in charge of maintenance**

- 9.1 Organisation name: \_\_\_\_\_
- 9.2 Registered business number \_\_\_\_\_
- 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): \_\_\_\_\_



Title, name and signature of authorised representative: \_\_\_\_\_

**10. Registration status**

- 10.1 Registration status <sup>(5)</sup>: \_\_
- 10.2 Registration status date (YYYYMMDD): \_\_\_\_\_
- 10.3 Registration status reason: \_\_\_\_\_

**INFORMATION ON THE AUTHORISATION**

**11. Authorisation for placing on the market**

- 11.1 Name of authorising entity: \_\_\_\_\_
- 11.2 Member State of authorising entity: \_\_
- 11.3 EIN: \_\_\_\_\_
- 11.4 Authorised area of use: \_\_\_\_\_
- 11.5 Date of authorisation (YYYYMMDD): \_\_\_\_\_
- 11.6 Authorisation valid until (YYYYMMDD): \_\_\_\_\_
- 11.7 Date of suspension of authorisation (YYYYMMDD): \_\_\_\_\_
- 11.8 Date of revocation of authorisation (YYYYMMDD): \_\_\_\_\_

**11.9. Conditions for use of the vehicle and other restrictions**

- 11.9.1 Coded restrictions (code): \_\_\_\_\_,  
\_\_\_\_\_,  
\_\_\_\_\_,  
\_\_\_\_\_
- 11.9.2 Non-coded restrictions (text): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**ADDITIONAL FIELDS**

[Additional fields as in 3.2.1.14, to be included in this section]

\_\_\_\_\_

**Identification of the entity applying for registration:**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Organisation Code: \_\_\_\_\_

Date (YYYYMMDD): \_\_\_\_\_

Title, name and signature of authorised representative: \_\_\_\_\_

\_\_\_\_\_

<sup>5</sup> In case of new registration, the field may be left empty.

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**Registration Entity references**

Date application received (YYYYMMDD): \_\_\_\_\_

Date of update (YYYYMMDD): \_\_\_\_\_

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Appendix 5

**GLOSSARY**

<b>Abbreviation</b>	<b>Definition</b>
ACA	Authorising Competent Authority: competent authority of a non-EU OTIF Contracting State as referred to in Article 5 of ATMF
Agency	European Union Agency for Railways established by the Regulation (EU) 2016/769 of the European Parliament and of the Council of 11 May 2016
Applicant	A natural or legal person requesting an authorisation for placing a vehicle on the market
Area of use of a vehicle	A network or networks within a Member State or a group of Member States in which a vehicle is intended to be used, as referred to in Article 2 of Directive (EU) 2016/797
ARS	Application, Registration and data Storage functions
ATMF	Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF - Appendix G to COTIF)
Authorising entity	Entity (NSA or the Agency) that authorised the vehicle for placing on the market
Authorisation	Authorisation for placing on the market
C-ARS	Application, Registration and data Storage (ARS) function (centralised)
CCS	Control command and signalling
COTIF	Convention concerning International Carriage by Rail
D-ARS	Application, Registration and data Storage (ARS) function (decentralised)
DSC	Data Search and Consultation function
EC	European Commission
ECM	Entity in Charge of Maintenance
EIN	European Identification Number
EVN	European Vehicle Number
EVR	European Vehicle Register, as referred to in Article 47 of Directive (EU) 2016/797
ERATV	European Register of Authorised Types of Vehicles, as referred to in Article 48 of Directive (EU) 2016/797

<b>Abbreviation</b>	<b>Definition</b>
EU	European Union
GDPR	General Data Protection Regulation as referred to in Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), OJ L 119, 4.5.2016, p. 1-88
IB	Investigating Body, notified by the Member State
ISO	International Organisation for Standardisation
IM	Infrastructure Manager
IT	Information Technology
NSA	National Safety Authority
NVR	National Vehicle Register as defined in Article 33 of Directive 2008/57/EC
OTIF	Intergovernmental Organisation for International Carriage by Rail
RDA	Reference Data Administration function
RE	Registration Entity, i.e. the body designated by each Member State in accordance with Article 47((1)(b)) of Directive (EU) 2016/797
RB	Regulatory Body, notified by the Member State
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
RU	Railway Undertaking
SG	OTIF Secretary General
TAF (TSI)	Telematics Applications for Freight (TSI)
TAP (TSI)	Telematics Applications for Passengers (TSI)
TSI	Technical Specification for Interoperability
UCA	User Creation and Administration function
VKM	Vehicle Keeper Marking
VKMR	Vehicle Keeper Marking Register

<b>Abbreviation</b>	<b>Definition</b>
VVR	Virtual Vehicle Register, as defined in Decision 2007/756/EC
WAG (TSI)	Wagon (TSI)

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## 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 <sup>(1)</sup>.

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).

<sup>(1)</sup> 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.

## 1. Definition of the Vehicle Keeper Marking (VKM)

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

A VKM is unique and valid in all countries covered by this [Decision/Regulation] 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/Regulation].

## 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 <sup>(2)</sup>. 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 in the Member State where the applicant has its main place of business. The competent national authority checks the application and then forwards it to the Agency. A VKM can be used only after publication by the 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 Agency. A VKM will then be revoked once the 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.

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

<sup>(2)</sup> 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.

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 EVR. In case of inconsistency between the VKM marked on the vehicle and the data registered in the EVR, the EVR-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 <sup>(1)</sup>	Numerical country code
Albania	AL	41
Algeria	DZ	92
Armenia	AM	58
Austria	A	81 <sup>(6)</sup>
Azerbaijan	AZ	57
Belarus	BY	21
Belgium	B	88
Bosnia-Herzegovina	BIH	50 and 44 <sup>(2)</sup>
Bulgaria	BG	52
China	RC	33
Croatia	HR	78
Cuba	CU <sup>(1)</sup>	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 <sup>(7)</sup>
Greece	GR	73
Hungary	H	55 <sup>(8)</sup>
Iran	IR	96
Iraq	IRQ <sup>(1)</sup>	99
Ireland	IRL	60
Israel	IL	95
Italy	I	83 <sup>(9)</sup>
Japan	J	42
- Kazakhstan	KZ	27
Kyrgyzstan	KS	59
Latvia	LV	25
Lebanon	RL	98
Liechtenstein	FL	

Countries	Alphabetical country code <sup>(1)</sup>	Numerical country code
Lithuania	LT	24
Luxembourg	L	82
Macedonia	MK	65
Malta	M	
Moldova	MD <sup>(1)</sup>	23
Monaco	MC	
Mongolia	MGL	31
Montenegro	MNE	62
Morocco	MA	93
Netherlands	NL	84
North Korea	PRK <sup>(1)</sup>	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 <sup>(4)</sup>
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 <sup>(1)</sup>	32

<sup>(1)</sup> 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.

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

<sup>(3)</sup> And specific code (\*) 64 for FNME (Ferrovie Nord Milano Esercizio)

Countries	Alphabetical country code <sup>(1)</sup>	Numerical country code

Countries	Alphabetical country code <sup>(1)</sup>	Numerical country code

<sup>(4)</sup> And specific code (\*) 63 for BLS (Bern–Lötschberg–Simplon Eisenbahn) was used for vehicles authorised before 2007.

<sup>(5)</sup> <sup>(6)</sup> And specific code (\*) 43 for GySEV/ROeEE (Győr-Sopron-Ebenfurti Vasút Részvénytársaság/Raab-Ödenburg-Ebenfurter Eisenbahn) was used for vehicles authorised before 2007.

<sup>(7)</sup> And specific code (\*) 68 for AAE (Ahaus Alstätter Eisenbahn).

(\*) Any new vehicles registered in EVR for AAE, BLS, FNME or GySEV/ROeEE are to be given the standard country code. The EVR IT system shall consider both codes (main country code and specific code) as relating to the same country.

PART 5 - NOT USED

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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 <sup>(a)</sup> 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 <sup>(c)</sup>				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											with bogies	3
Other wagons	4	with axles <sup>(b)</sup>	maintenance related wagons									Wagons with special numbering for technical characteristics not placed in service inside EU	with axles <sup>(b)</sup>	4
	8	with bogies <sup>(b)</sup>											with bogies <sup>(b)</sup>	8
	1st digit	2nd digit	0	1	2	3	4	5	6	7	8	9	2nd digit	1st digit

<sup>(a)</sup> 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

<sup>(b)</sup> Fixed or variable gauge.

<sup>(c)</sup> 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)

2nd digit 1st digit	Domestic traffic	TEN <sup>(a)</sup> and/or COTIF <sup>(b)</sup> and/or PPV/PPW				Domestic traffic or international traffic by special agreement	TEN <sup>(a)</sup> and/or COTIF <sup>(b)</sup>	PPV/PPW		
	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 <sup>(c)</sup>	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 <sup>(c)</sup>			
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

<sup>(a)</sup> Compliance with the applicable TSIs, see Commission Regulation (EU) 2015/995 appendix H, part.6.

<sup>(b)</sup> 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

<sup>(c)</sup> 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 Agency website ([www.era.europa.eu](http://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 Agency. A new code can be used only after publication by the Agency.

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

Part 10 is published on the Agency website ([www.era.europa.eu](http://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 Agency. A new code can be used only after publication by the Agency.

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

Part 11 is published on the Agency website ([www.era.europa.eu](http://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 Agency. A new code can be used only after publication by the Agency.

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

Part 12 is published on the Agency website ([www.era.europa.eu](http://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 Agency. A new code can be used only after publication by the Agency.

PART 13 - LETTER MARKING FOR HAULED PASSENGER STOCK

Part 13 is published on the Agency website ([www.era.europa.eu](http://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 Agency. A new code can be used only after publication by the Agency.

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