



Organisation intergouvernementale pour les transports internationaux ferroviaires  
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr  
Intergovernmental Organisation for International Carriage by Rail

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**Commission d'experts techniques  
Fachausschuss für technische Fragen  
Committee of Technical Experts**

**TECH-18035-WGT37**

**08.01.2019**

Original: EN

**DEVELOPMENT OF EU CENTRALISED VEHICLE REGISTER (EVR) AND  
CONSEQUENCES FOR THE OTIF NATIONAL VEHICLE REGISTERS  
AFTER 2021**

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Document for discussion

## 1. INTRODUCTION

This paper describes the development of the EU centralised Vehicle Register (hereinafter: EVR), which will be operational from mid-2021, and reflects on the consequences related to connectivity and data exchange with other existing National Vehicle Registers (hereinafter: NVRs) of the non-EU Contracting States (CS). It also looks at several possible scenarios to ensure that in future, the relevant vehicle data can continue to be exchanged between CS.

## 2. SITUATION TODAY: CONNECTED NATIONAL VEHICLE REGISTERS

At present, in accordance with the requirements arising from Article 13 ATMF, each CS is obliged to establish and implement a national railway vehicle register. When admitted, vehicles must be registered in the NVR of the state which admitted it. The register also records additional admissions for other states. In order for users such as RUs, keepers, IMs, ECMs and state authorities to see the data of all NVRs relevant to them from one access point, all NVRs should be connected to the Virtual Vehicle Register (hereinafter: VVR), a central search engine developed and hosted by the EU Agency for Railways (ERA). The VVR allows users to search data from all NVRs, including those of the EU CS, through a single portal. Some of the non-EU CS are connected to the VVR by using Standard NVR (sNVR) and some are connected via the NVR Translation Engine (NVR-TE).

Equivalent provisions are also stipulated in EU law under Commission Decision 2007/756/EC of 9 November 2007 on adopting a common specification of the national vehicle register (the NVR Decision).

The 26<sup>th</sup> session of the Revision Committee held on 27-28 February 2018 adopted modifications to Article 13 § 1 of ATMF which prescribe the establishment of the vehicle registers in the following way:

### ***“Article 13 Registers***

*§ 1 Vehicle registers shall be set up in the form of one or more electronic national or regional data banks containing information concerning the railway vehicles in respect of which a Certificate of Operation has been issued. The register shall also include railway vehicles admitted according to Article 19; it may contain railway vehicles admitted for national traffic only. The register or registers shall:*

- a) comply with the specifications adopted by CTE;*
- b) be kept updated;*
- c) be accessible by the competent authorities of all Contracting States, by railway undertakings and infrastructure managers, as well as those persons or organisations registering vehicles or identified in the register.*

[...]”

These provisions, which enter into force on 1 March 2019, maintain the obligation of the CS to establish and implement the national railway vehicle register and extend to the possibility of setting up regional vehicle registers, such as the single European Vehicle Register in the EU, provided that the information it contains is accessible to other CS.

### **3. THE EU DECISION ON ESTABLISHING THE EVR**

On 25 October 2018, in accordance with its fourth railway package (Article 47 of Directive (EU) 2016/797), the EU adopted a Decision amending the NVR Decision (*Commission Implementing Decision (EU) 2018/1614*) and laying down the technical and functional specifications of the EVR. The amendment to the NVR Decision will allow the transfer of registrations and avoid redundant data entry for one vehicle in several existing national vehicle registers within the EU. The EVR, which is considered to simplify the vehicle registration process, reduce costs and improve data quality, is a step forward to the objectives for the Single European Railway Area (SERA). For the EU, the EVR would mean having a centralised vehicle register, centralised creation of user accounts, and use of common reference data. Furthermore, the EVR would also provide all users with a harmonised query format for consultation, the registration of vehicles and data management. It should be noted that national registration entities remain responsible for registering or validating pre-registered data.

The EVR should become operational by 16 June 2021, at which time the current sNVR software and the NVR-TE will be discontinued.

### **4. IMPACT ON EXISTING NON-EU NVRS**

When the VVR and NVR TE are discontinued in June 2021, the non-EU NVRS and the EU NVRS will no longer be connected, as a result of which vehicle data will no longer be mutually retrievable. This will impact the use of vehicles and possibly international traffic.

OTIF's aim is to promote, improve and facilitate international traffic by rail. Therefore, bearing in mind the developments on the EU vehicle register, the OTIF Secretariat has been actively involved in discussions with DG MOVE and ERA to find a way forward in maintaining connectivity between national registers and the exchange of relevant vehicle data between EU and non-EU CS.

### **5. INTERCONNECTION OF OTIF VEHICLE REGISTERS**

#### **5.1. EU Proposal**

At WG TECH 36, the EU explained that the EVR would provide all users with a harmonised interface for the registration of vehicles and data management. A single entry point for registration and data query on vehicles eliminates the need for the VVR and reduces costs for its maintenance. Therefore, the EC proposed the following:

- To consider setting up an EU/OTIF centralised vehicle register based on the specifications of the EVR. Non-EU CS would be offered the use of the EU/OTIF centralised vehicle register.
- The CS will migrate their vehicle data to a centralised register (EVR) with the help of ERA.
- CSs would be able to extract data on their registered vehicles.
- CSs would be able to query data relating to vehicles registered by other CS.
- Although data would be stored centrally by ERA, ERA will not own the data.

- No change is expected in terms of access to vehicle data. CSs connected to the VVR will keep the same access to data of other CSs as they have at present.
- CSs and CS users would be subject to the same conditions as EU users concerning registration, IT maintenance, costs, data quality and the possibility of national parameters.

## 5.2. Further considerations

It is recognised that the EU's development of the EVR and its specifications would facilitate traffic between EU MS under the Single European Railway Area. However, the EU proposal implies that the EU/OTIF centralised vehicle register tool would be managed by a regional authority (ERA), which would also have access to the data. As an intergovernmental organisation, OTIF has ambitions to extend geographically and it has to consider the sovereignty of its members and the fact that having the EVR centralised tool in one region (EU) and managed by its authority (ERA), as proposed, may be a sensitive issue for some CS. Furthermore, depending on the national rules and regulations of a CS, it might not be possible for some states to host the data outside of their territory. Therefore, in order to ensure and maintain the exchange of vehicle data and facilitate international traffic by rail, it is important to consider and analyse alternative scenarios as introduced below:

Scenario	Benefit (Strengths and Opportunities)	Considerations (Weaknesses and Threats)
S1. All states use the EU/OTIF centralised vehicle register	<p>Data consistency (S) No data interface between different register needed = reduction of costs (S)</p> <p>Single process for data input (S) Register for vehicles for national/international traffic (O)</p> <p>EVR to become OTIF/EU centralised Vehicle Register (O)</p>	<p>Developing a Common coding language format (Arabic, Latin, Cyrillic and other characters (words)) (W)</p> <p>Distribution of costs (W)</p> <p>Single entry point (T)</p> <p>Security of data (T)</p> <p>Branding (EVR → CVR) (W)</p> <p>Establishing a legal framework for EU/OTIF Centralised Vehicle Register (W)</p> <p>Tool managed and data stored by a foreign authority (T)</p> <p>Establishing a centralised administration and process to manage the tool (W)</p>

<p>S2. EU states use EVR and all non-EU OTIF states use their own NVR</p>	<p>Maintaining CS sovereignty in their ability to store and manage own data (S)</p> <p>No additional costs for existing NVRs (S)</p> <p>Possibility for non-EU CS to control visibility of data limited to vehicles for international traffic (S)</p>	<p>Complexity of linking multiple systems (W)</p> <p>Additional interface would be needed to connect EVR and the different NVRs (W)</p> <p>Increased costs for upgrade, operation and maintenance of the interface (W)</p> <p>Costs for new NVRs (W)</p> <p>Access rights and different level of access to data (W)</p>
<p>S3. EU states and some non-EU states use EVR and some non-EU states use their own NVR</p>	<p>CS have a choice as to whether to join the centralised register and apply scenarios S1 or S2</p> <p>Maintaining CS sovereignty in their ability to store and manage own data (S)</p>	<p>Tool managed by an authority of a CS or Region (T)</p> <p>Additional interface would be needed to connect EVR and the different NVRs (W)</p> <p>Increased costs for upgrade, operation and maintenance of the interface (W)</p> <p>Complexity and coordination (T)</p>
<p>S4. Two connected central registers: one centralised OTIF vehicle register and the EVR</p>	<p>OTIF register offers a global register extension (O)</p> <p>OTIF register becomes a neutral tool/platform for non-EU CS (S)</p>	<p>Additional and currently unforeseen costs and resources for the administration of OTIF register (W)</p> <p>Need to establish a legal framework (W)</p> <p>Costs (W)</p> <p>Complexity of linking two systems (W)</p> <p>Interface needed to connect two registers (W)</p>