



Organisation intergouvernementale pour les transports internationaux ferroviaires
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**Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts**

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National Vehicle Register (NVR)

Draft proposal for modifications to the OTIF NVR specifications

I. INTRODUCTION

In accordance with Article 20 § 1 e) of COTIF and Article 13 §§ 1, 4 and 5 of the ATMF Uniform Rules the Committee of Technical Experts is competent to take decisions concerning the functional and technical architecture of registers.

Following the decisions related to the NVR specifications taken by the CTE at its 5th and 7th sessions (Bern, 23-24 May 2012 and Bern, 4-5 June 2014 respectively) the specifications to be applied by Contracting States when establishing vehicle registers are set out in the Annex to document NVR 2015 (OTIF Register system – Rolling Stock, National Vehicle Register) that entered into force on 1.1.2015. In addition to these specifications, the following applies:

1. Each Contracting State shall amend its computer-based NVR to comply with the specifications in this document, its Annex and Appendices. If the decision notified in document A 92-20/1.2009 has not yet been implemented in a Contracting State, that state should establish its NVR in accordance with these amended specifications and within the deadline indicated below. The NVR must be accessible for consultation by authorised representatives from competent authorities and stakeholders. The common operational and technical specifications specified in the Annex and Appendices will ensure that the different national registers, including those of the EU Member States, will be consistent regarding data content, data formatting and access rights.

Each Contracting State shall have implemented the amendments to its NVR (or shall have established its NVR if not already done so) as specified in this document **6 months** after the entry into force of this decision [**by 1.9.2013**], at the latest.

2. All NVRs shall be electronically linked (via the internet) to the central Virtual Vehicle Register (hereafter called “VVR”) managed by the European Railway Agency. The VVR shall allow users to search all NVRs (also those of the EU Member States) through a single portal and enable the exchange of data between national NVRs. The specifications for the connections to the VVR are available and the VVR is operational.

Within **9 months** from the entry into force of this decision [**by 1.12.2013**] each Contracting State shall provide a link to the VVR.

3. The Contracting States which are also Members of the European Union are subject to Commission Decisions 2007/756/EC and 2011/107/EU and Norway and Liechtenstein which follow those EU regulations are not subject to this document. However, the European Railway Agency and the Secretary General shall cooperate in order to make sure that the NVR architectures implemented in the EU and in OTIF are interconnected in order to allow an adequate exchange of data.

The European Commission’s DG MOVE informed the OTIF Secretariat and the Working Group Technology (WG TECH) that on 25 October 2018, in accordance with its fourth railway package, the EU had adopted amendments to the NVR Decision¹. The purpose of the modifications proposed in this document is to maintain equivalence between the COTIF NVR Specification and EU NVR Decision.

DG MOVE also informed the WG TECH that from 16 June 2021, the European Union Agency for Railways (ERA) will no longer update and maintain the ECVVR².

¹ European Commission Decision 2011/107/EU, as last amended by the Commission Implementing Decision (EU) 2018/1614 of 25 October 2018

² European Centralised Virtual Vehicle Register – composed of two parts: Virtual Vehicle Register (VVR), which is the central search engine in ERA, and NVRs, which are local national vehicle registers

II. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The modifications concern the procedures related to the registers and the registrations; they do not concern the NVR software or functioning. In summary, the modifications include the following:

- Introduction of the new requirement according to which the non-EU Contracting States shall inform the Secretary General of OTIF about the contact details of the Registration Entities, which would then be published by the Secretary General of OTIF (a newly added point 2.3)
- Introduction of a deadline (20 working days) to register the changes in the NVR (in point 3.2.3)
- Further clarification of the process of additional registration for those vehicles that have not been registered in the NVR and connected to the ECVVR (3.2.5)
- Further clarification of how to transfer the registration between the NVRs and how to change EVN (3.2.6)
- Updating the tables with access rights (3.3) and the list of harmonised restriction codes (Appendix 1 – Restriction coding).
- Updating the structure and content of the EIN [Appendix 2: country code (field 1) and type of document (field 2)]
- Editorial modifications throughout the text
- The modifications are presented in the Annex to this document as track changes compared with the Annex to document NVR 2015.

III. PREPARATORY WORK

The Working Group Technology (WG TECH) considered the modifications at its 36th and 37th sessions.

IV. JUSTIFICATION FOR THE AMENDMENTS

The amendments are mainly procedural modifications and clarifications, which take feedback into account.

To maintain harmonisation between the EU NVR specifications and COTIF NVR specifications, the latter need to be updated. The proposal has been prepared on the basis of Commission Implementing Decision (EU) 2018/1614.

V. DRAFT PROPOSAL FOR DECISION

1. In accordance with Article 20 § 1 e) of COTIF and Article 13 §§ 1, 4 and 5 of the ATMF Uniform Rules, the Committee of Technical Experts adopts the NVR specifications set out in the Annex to this document and repeals document NVR 2015.
2. The Committee of Technical Experts request the Secretary General to publish the specifications mentioned under point 1 on OTIF's website and to inform the Contracting States thereof.
3. The Committee of Technical Experts reminds those Contracting States which have not established their NVR or have not connected it to the Virtual Vehicle Register (VVR) that in accordance with decisions taken by the Committee at its 5th and 7th sessions:
 - Each Contracting State must establish a computer-based NVR according to the common specifications which authorised representatives from competent authorities and

stakeholders should be able to consult. The NVR must list all vehicles admitted to international operations by the state concerned. Each vehicle shall be identified by a unique vehicle number (EVN).

- Each Contracting State was required to have implemented its NVR by 1.9.2013, at the latest.
 - All NVRs must be linked to the central VVR which is provided by the European Union Agency for Railways (ERA). The VVR must allow users to search all NVRs through a single portal and enable exchange of data between national NVRs.
 - Each Contracting State was required to provide a link to the VVR by 1.12.2013, at the latest.
 - The NVR has to be kept and updated by a national registering entity.
 - The Secretary General of OTIF and ERA shall cooperate in order to make sure that the NVR architectures implemented in the EU and in OTIF are interconnected in order to allow an adequate exchange of data.
4. The Committee of Technical Experts requests Contracting States which have not implemented their NVR to do so without delay and requests those Contracting State which have not provided a link to the VVR to do so without delay.