



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

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

TECH-25005-CTE17-4.3

24.02.2025

Original: EN

17TH SESSION

Proposal for the revision of the Uniform Technical Prescription applicable to vehicle marking

UTP Marking

1. INTRODUCTION

In accordance with Article 20 § 1 b) of COTIF and Article 6 of Appendix F to COTIF (the APTU Uniform Rules), the Committee of Technical Experts (CTE) is competent to take decisions about the adoption of a Uniform Technical Prescription (UTP) or a provision amending a UTP.

This proposal concerns the revision of the UTP applicable to vehicle marking, the UTP Marking, in the version of 1 April 2021.

The proposal has been developed on the basis of COTIF as last modified on 1 November 2023, in particular with regard to Article 8 of the APTU Uniform Rules.

2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The EU provisions on which the 2021 version of the UTP Marking was based have recently been modified. Analysis by the WG Tech revealed that the EU changes do not affect equivalence with the UTP Marking. Therefore, there is no need to modify the legal substance of the UTP Marking. The references to the EU provisions should nevertheless be updated.

Furthermore, to facilitate understanding of the rules, information should be added to clarify the meaning of digits 5 to 8 of the EVN for freight wagons and their link to the tables on ERA's website.

In the German version only, the following correction should be made in point 2 on page 46:

“s Güterwagen, die für Geschwindigkeiten von bis zu 100 km/h zugelassen sind
 ss Güterwagen, die für Geschwindigkeiten von bis zu ~~100~~ 120 km/h zugelassen sind”.

When updating the UTP Marking, the opportunity should also be taken to update it to reflect the latest editorial practices for UTPs.

The proposed modifications are shown for information in Annex 1.

The consolidated new version of the UTP Marking proposed for adoption is in Annex 2.

The version of 1 April 2021 should be repealed and replaced by the consolidated new version, when it enters into force.

3. PREPARATORY WORK

The proposal was prepared by the OTIF Secretariat in coordination with WG Tech. The first draft version was reviewed by WG Tech at its 52nd session (Bern, 13 June 2024). Updated drafts were subsequently reviewed at the 53rd session of WG Tech (Ittigen, 17 September 2024) and at the 54th session of WG Tech (Belgrade, 19 November 2024).

4. JUSTIFICATION FOR THE AMENDMENTS

The UTP Marking of 1 April 2021 is harmonised with the following EU provisions:

- Sections 1 to 6 correspond to Appendix H of OPE TSI (Commission Implementing Regulation (EU) No 2019/773 of 16 May 2019)¹.

¹ Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU.

- Sections 7 to 13 correspond to Appendix 6 of Decision 2007/756/EC as last amended by Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 (Decision 2007/756/EC was repealed with effect from 16 June 2021)².
- Sections 14 to 18 correspond to tables and documents that are published on ERA’s website.

Since 1 April 2021, these EU provisions have been modified. The reference to these EU provisions in the UTP Marking should therefore be updated. Firstly, the references to Appendix H of OPE TSI should be modified to read “*Commission Implementing Regulation (EU) No 2019/773 of 16 May 2019, as last amended by Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023*”. Secondly, the references to Decision 2007/756/EC should be modified to read “*Commission Implementing Decision (EU) 2018/1614 of 25 October 2018*”.

PROPOSALS FOR DECISION

- In accordance with Article 20 § 1 and Article 35 of COTIF and Article 6 § 1 of the APTU UR, the Committee of Technical Experts adopts a consolidated new version of the Uniform Technical Prescription applicable to vehicle marking (UTP Marking) as set out in Annex 2 to document TECH-25005-CTE17-4.3 of 24 February 2025[, as modified at the session]. The UTP Marking of 1 April 2021 is repealed and is replaced by the consolidated new version from the moment of entry into force of the consolidated new version.
- The Committee of Technical Experts instructs the Secretary General to publish the new version of the UTP Marking on OTIF’s website, although the repealed version should also remain available online for future reference.

² Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council.



Organisation intergouvernementale pour les transports internationaux ferroviaires

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TECH-25005 Annex 1


Uniform Technical Prescription

Applicable to vehicle numbers and linked alphabetical marking on the bodywork

VEHICLE MARKING

UTP Marking

Applicable from [Click here to enter a date.](#)

| | | | |
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APTU Uniform Rules (Appendix F to COTIF 1999)

Uniform Technical Prescription applicable to vehicle numbers and linked alphabetical marking on the bodywork

~~“VEHICLE MARKING”~~

(UTP Marking)

This UTP has been developed in accordance with COTIF [1999](#), ~~as amended by OTIF’s Revision Committee in February 2018 and which entered into force on~~ [as last modified on 1 November 2023](#) ~~March 2019~~, in particular ~~with~~ [Articles 3, 4, 6, 7, 7a and 8 of the APTU Uniform Rules](#) (Appendix F to COTIF).

~~-~~For definitions, see also Article 2 of [the APTU Uniform Rules](#) and Article 2 of [the ATMF Uniform Rules](#) (Appendix G to COTIF).

[Footnotes are not legal provisions. They include both explanatory information and references to other regulations.](#)

0. EQUIVALENCE [AND APPLICATION](#) ~~AND TRANSITIONAL PROVISIONS~~

(1) [Following their adoption by the Committee of Technical Experts, the OTIF provisions included in this UTP are declared as being equivalent to the corresponding European Union \(EU\) rules within the meaning of Article 13 § 4 of the APTU UR and Article 3a of the ATMF UR.](#) ~~This UTP does not follow the standard structure for UTPs as referred to in APTU Article 8 §4. Instead, in particular:~~

- Sections 1 to 6 of this UTP are equivalent to Appendix H of ~~OPE TSI~~ (Commission Implementing Regulation (EU) No 2019/773 of 16 May 2019, [as last amended by Commission Implementing Regulation \(EU\) 2023/1693 of 10 August 2023](#), hereinafter referred to as the OPE TSI).
- Sections 7 to ~~13~~8 are equivalent to Appendix 6 of ~~Decision 2007/756/EC as last amended by~~ Commission Implementing Decision (EU) 2018/1614 of 25 October 2018, [hereinafter referred to as the EVR Decision](#).



- The tables associated with standard numerical markings of wagons, as described in section 14, are published on the [website of the European Union Agency for Railways \(ERA\)](#) ~~website~~.
- The tables and detailed information provided in sections 15 to 18 are equivalent to the documents which were published on ~~the~~ ERA's website at the time of adoption of this UTP.

(2) In addition to these specifications, the [following UTPs](#) applicable to ~~vehicles—the rolling stock subsystem~~ include ~~voluntary optional~~ and mandatory specifications related to external markings, ~~such as:~~

- UTP WAG sections: 4.2.2.2, 4.2.4.3.2.2, 7.1.2 and appendix C
- UTP LOC&PAS sections: 4.2.2.6.

(3) The objectives and scope of COTIF and the EU law concerning railways are not identical and it has therefore been necessary to use different terminology for concepts that have a similar, but not identical meaning. The following table lists the terms used in this UTP and the corresponding terms used in the relevant EU law:

| <u>This UTP</u> | <u>EU law</u> |
|--|---|
| Uniform Technical Prescriptions (UTP) | Technical Specification of Interoperability (TSI) |
| EVN means U unique V vehicle N number (EVN) | EVN means European Vehicle Number (EVN) |
| Contracting State | Member State |
| Vehicle admission to operation | Vehicle authorisation for placing on the market |
| Competent A authority | National safety authority, NSA |

Where provisions in this UTP and the EU provisions differ in substance, the respective texts are in a 2-column format. The left-hand column and the full width texts show the UTP provisions ~~(OTIF)~~



~~regulations~~) and the right-hand column shows the ~~European Union~~EU texts. Texts in the right-hand column are strictly for information only. For EU law, consult the Official Journal of the European Union.

Where differences between texts of this UTP and the ~~European Union~~EU texts are either editorial, or not substantive, or concern the list of terms quoted above, the EU texts are not generally reproduced. The EU texts may however be reproduced to improve clarity and readability.

[This UTP applies to all vehicles used in international traffic in the scope of the ATMF UR, including ~~to~~ vehicles that were already in operation when the ATMF UR entered into force.](#)

1. GENERAL PROVISIONS ON THE VEHICLE NUMBER

~~This UTP applies to all vehicles used in international traffic and may also be applied to domestic traffic.~~

The ~~Unique Vehicle Number~~ (EVN) is assigned according to the codes defined in section 7 of this document.

The EVN shall be changed when it does not reflect the interoperability capability or technical characteristics in accordance with [Sections 7 to 13](#)³

~~Sections 7 to 18~~

(1)

The European Vehicle Number (EVN) is assigned in accordance with Appendix 6 of Annex II to Commission Implementing Decision (EU) 2018/1614².

[Appendix 6](#)

due to technical modifications of the vehicle. Such technical modifications may require a new [vehicle admission or vehicle type admission](#).

~~admission to operation (to international traffic) as defined in Articles 3 and 4 of ATMF (Appendix G to the Convention).~~


~~authorisation for placing on the market and, where appropriate, a new vehicle type authorisation, in accordance with Articles 21 and 24 of Directive (EU) 2016/797.~~

The keeper shall inform the Registration Entity (RE) of the Contracting State where the vehicle is registered of those changes and, if applicable, of the new [admission](#).

¹ The vehicle marking specifications apply to the scope of application of Appendix H of the ~~OPE TSI for COMMISSION IMPLEMENTING REGULATION (EU) 2019/773 of 16 May 2019 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system within the European Union and repealing Decision 2012/757/EU.~~

² ~~Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC (OJ L 268, 26.10.2018, p. 53).~~

³ [In the EU texts, reference is made to Appendix 6 of the EVR Decision](#)

| | | | |
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~~admission to operation.~~

~~authorisation for placing on the market.~~

That 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.

The EVN may be changed at the request of the keeper through a new registration of the vehicle by a different Contracting State in the area of use and subsequent withdrawal of the old registration.

2. GENERAL ARRANGEMENTS FOR EXTERNAL MARKINGS

The capital letters and figures making up the marking inscriptions shall be at least 80 mm in height, in a sans serif font type of correspondence quality. A smaller height may only be used where there is no option but to place the marking on the sole bars.

The marking is put not higher than 2 metres above rail level.

The keeper may add, in letters of larger size than the EVN, an own number marking (consisting generally of digits of the serial number supplemented by alphabetical coding) useful in operations. The place where the own number is marked is left to the choice of the keeper; however it shall always be possible to distinguish easily the EVN from the keeper's own number marking.

3. WAGONS

The marking shall be inscribed on the wagon bodywork in the following manner:

| | | |
|------------|------------|------------|
| 23. TEN | 31. TEN | 33. TEN |
| 80 D-RFC | 80 D-DB | 84 NL-ACTS |
| 7369 553-4 | 0691 235-2 | 4796 100-8 |
| Zes | Tanoos | Slpss |

Where in the examples:

D and NL stand for the registering Contracting State as set out in [section 10 of this document](#).⁴

~~part 10 of this document.~~

~~Decision (EU) 2018/1614, Appendix 6, part 4.~~

RFC, DB and ACTS stand for the keeper marking as set out in [section 8 of this document](#).⁵

~~part 8 of this document.~~

~~Decision (EU) 2018/1614, Appendix 6, part 1.~~

For wagons whose bodywork does not offer a large enough area for this type of arrangement, particularly in the case of flat wagons, the marking shall be arranged as follows:

| | | |
|-------|------------|----|
| 01 87 | 3320 644-7 | |
| TEN | F-SNCF | Ks |

When one or more index letters of national significance are inscribed on a wagon, this national marking shall be shown after the international letter marking and separated from it by a hyphen as follows:

⁴ [In the EU texts, reference is made to Appendix 6, part 4 of the EVR Decision](#)

⁵ [In the EU texts, reference is made to Appendix 6, part 1 of the EVR Decision](#)



OTIF

Uniform Technical Prescription (UTP)

VEHICLE MARKING

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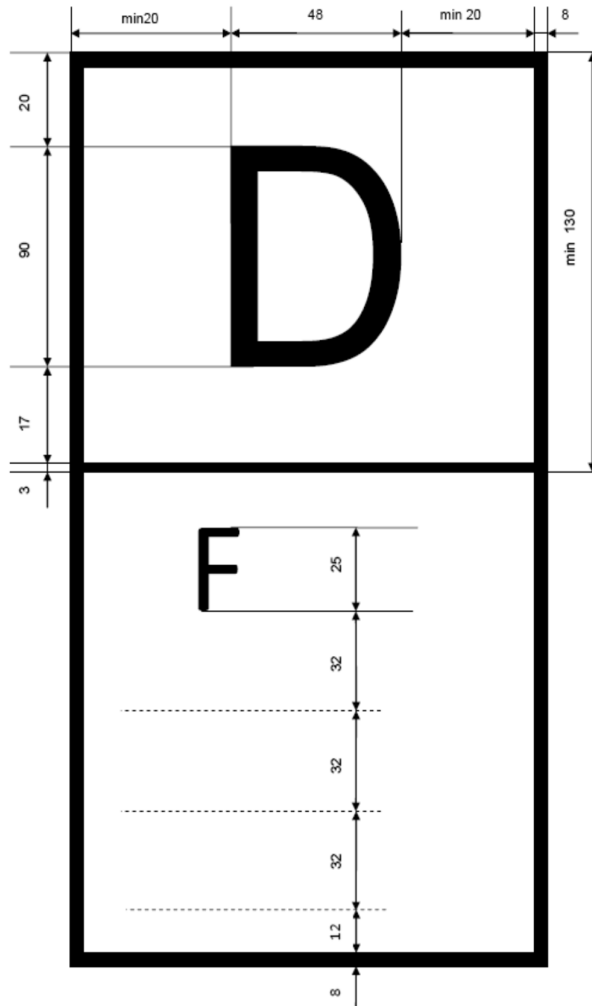
~~the first admission~~

~~the first authorisation~~

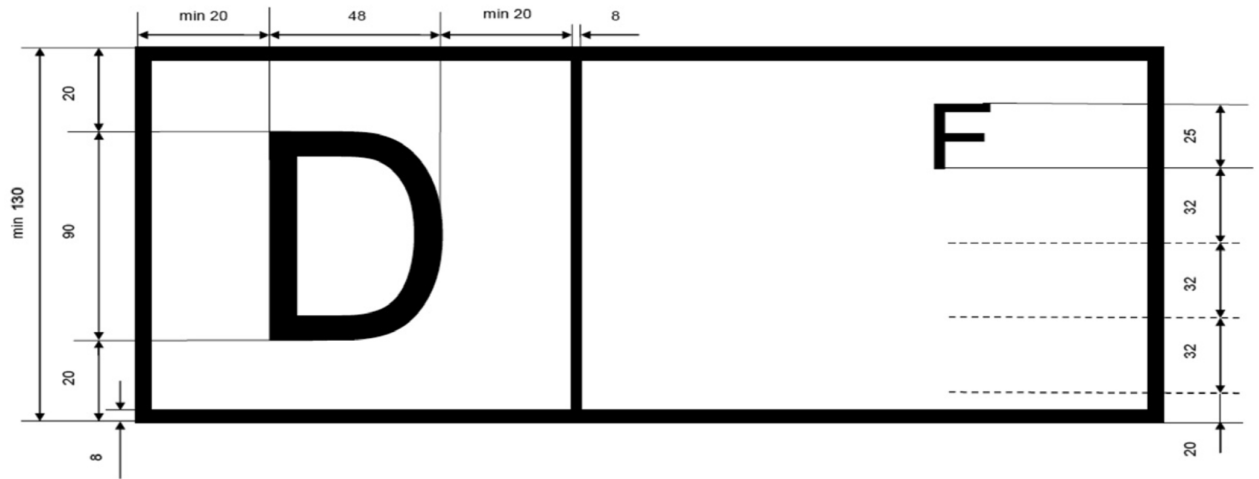
(in the given example, Germany) and F stands for the second authorising Contracting State (in the given example, France). The [country codes shall be in accordance with section 10 of this document](#).⁸

~~Country codes shall be in accordance with part 10 of this document:~~

~~MS are codified in accordance with [EVR Decision \(EU\) 2018/1614, Appendix 6, part 4.](#)~~



⁸ [In the EU texts, reference is made to Appendix 6, part 4 of the EVR Decision](#)



VEHICLE IDENTIFICATION

**Specifications for vehicle registers:
Appendix 6 Part '0'—
Vehicle identification**

7. [VEHICLE IDENTIFICATION⁹](#)

General remarks

This section describes the EVN 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.

EVN and linked abbreviations

Each railway vehicle shall receive an **EVN-number** consisting of 12 figures

~~[called Unique Vehicle Number (EVN)]~~

~~[called European Vehicle Number (EVN)]~~

with the following structure:

⁹ [The equivalent EU texts are in Annex II, Appendix 6 Part '0' – Vehicle identification of the EVR Decision](#)



| 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 section¹⁰ 11]</i> | 01 to 99 <i>[details in section 10]</i> | 0000 to 9999 <i>[details in section 14]</i> | 000 to 999 | 0 to 9 <i>[details in section. 9]</i> |
| Hauled passenger vehicles | 50 to 59 60 to 69 70 to 79 <i>[details in section 12]</i> | | 0000 to 9999 <i>[details in section 15]</i> | 000 to 999 | |
| Tractive rolling stock and units in a trainset in fixed or pre-defined formation | 90 to 99 <i>[details in section 13]</i> | | 0000000 to 8999999 <i>[the meaning of these figures is defined by the Contracting States, eventually by bilateral or multilateral agreement]</i> | | |
| Special vehicles | | | 9000 to 9999 <i>[details in section 16]</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 vehicles¹¹.

Alphabetical markings complete the number:

- abbreviation of the country in which the vehicle is registered [\(details in section 10 of this UTP\)](#)
~~(details in section 10 of this UTP)~~
- Vehicle Keeper Marking [\(details in section 8 of this UTP\)](#)
~~(details in section 8 of this UTP)~~
- abbreviations of the technical characteristics [\(details for the wagons in section 17 and for the hauled passenger vehicles in section 18 of this UTP\).](#)
~~(details for the wagons in section 17 and for the hauled passenger vehicles in section 18 of this UTP).~~

¹⁰ The word "section" is referred to as "part" in the corresponding EU regulation.

¹¹ 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.



~~VEHICLE KEEPER MARKING~~

~~Specifications for vehicle registers:
Appendix 6 Part 1—
Vehicle keeper marking~~

8. VEHICLE KEEPER MARKING¹²

Definition of the Vehicle Keeper Marking (VKM)

A Vehicle Keeper Marking (VKM) is an alphabetic code, consisting of 2 to 5 letters¹³. A VKM is inscribed on each rail vehicle, near the EVN.

The VKM shall identify the keeper as registered in the Vehicle Register. | the EVR.

A VKM shall be unique and valid in all countries covered by [this UTP](#)

~~this UTP~~ | ~~this 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 UTP](#).

~~this UTP.~~ | ~~this Decision.~~

A VKM for a keeper which has its main place of business in a non-EU OTIF Contracting State shall be requested from the Secretary General of OTIF.

Format of the Vehicle Keeper Marking

The VKM shall be a representation of the full name or abbreviation of the keeper, if possible in a recognisable manner. Any of the 26 letters of the ISO 8859-1 alphabet may be used. The letters in the VKM shall be 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 shall be taken as written in capitals.

Letters may contain diacritical signs¹⁴. Diacritical signs used by these letters shall be 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 shall be disregarded for data-processing purposes.

Provisions about allocation of Vehicle Keeper Markings


More than one VKM may be assigned to a keeper, in case:

- 1) the keeper has a formal name in more than one language;

¹² [The equivalent EU texts are in Annex II, Appendix 6 Part 1 – Vehicle keeper marking of the EVR Decision](#)

¹³ For NMBS/SNCB, the use of an encircled single letter B can be continued.

¹⁴ Diacritical marks are “accent-signs”, such as in À, Ç, Ö, Č, 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.

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2) a keeper has good cause to distinguish between separate vehicle fleets within his organisation.

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

- 3) which belong to single corporate structure (e.g. holding structure);
- 4) which 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;
- 5) which have mandated a separate, single legal entity for handling all issues on their behalf. In that case the legal entity shall be the keeper.

Register of Vehicle Keeper Markings and procedure for allocation

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

An applicant shall request a VKM from the competent authority of the Contracting State where the applicant has its main place of business. That competent authority shall check the application and then forward it to the

Secretary General of OTIF. | ERA.

A VKM may be used only after publication ~~by the~~ [in the VKM -register, kept jointly by ERA and the OTIF Secretariat and published on ERA's website.](#)

~~Secretary General of OTIF.~~ | ~~ERA.~~

The holder of a VKM shall inform the competent national authority when it ends the use of a VKM, and the competent national authority shall forward the information to the

Secretary General of OTIF. | ERA.

A VKM shall then be revoked once the keeper has proved that the marking has been changed on all vehicles concerned. It shall 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 shall stay 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 vehicles concerned must be marked with the new VKM within three months from the date of registration of the change of keeper in the

Vehicle Register. | EVR.

In case of inconsistency between the VKM marked on the vehicle and the data registered in the Vehicle Register, the vehicle register-registration | EVR, the EVR-registration supersedes. shall prevail.



9. RULES FOR THE DETERMINATION OF THE CHECK-DIGIT (DIGIT 12)¹⁵

~~RULES FOR THE DETERMINATION OF THE CHECK-DIGIT (DIGIT 12)~~

~~Specifications for vehicle registers: Appendix 6 Part 3 – Rules for the determination of the check-digit (digit 12)~~

The check-digit shall be 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 |
| | | <hr/> | | | | | | | | | | |
| | | 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 84 4796 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 |
| | | <hr/> | | | | | | | | | | |
| | | 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.

¹⁵ [The equivalent EU texts are in Annex II, Appendix 6 Part 3 – Rules for the determination of the check-digit \(digit 12\) of the EVR Decision](#)



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

**Specifications for vehicle registers:
Appendix 6 Part 4 –
Coding of the countries in which the
vehicles are registered
(digits 3-4 and abbreviation)**

10. CODING OF THE COUNTRIES IN WHICH THE VEHICLES ARE REGISTERED (DIGITS 3-4 AND ABBREVIATION)¹⁶

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

| Countries | Alphabetical country code ^(4a) | Numerical country code |
|--------------------|---|---------------------------|
| Albania | AL | 41 |
| Algeria | DZ | 92 |
| Armenia | AM | 58 |
| Austria | A | 81 ^(f6) |
| Azerbaijan | AZ | 57 |
| Belarus | BY | 21 |
| Belgium | B | 88 |
| Bosnia-Herzegovina | BIH | 50 and 44 ^(2b) |
| Bulgaria | BG | 52 |
| China | RC | 33 |
| Croatia | HR | 78 |
| Cuba | CU ^(4a) | 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 ^(g7) |
| Greece | GR | 73 |
| Hungary | H | 55 ^(5c) |
| Iran | IR | 96 |
| Iraq | IRQ ^(4a) | 99 |
| Ireland | IRL | 60 |
| Israel | IL | 95 |
| Italy | I | 83 ^(3c) |
| Japan | J | 42 |

¹⁶ [The equivalent EU texts are in Annex II, Appendix 6 Part 4 – Coding of the countries in which the vehicles are registered \(digits 3-4 and abbreviation\) of the EVR Decision](#)



| Countries | Alphabetical country code ^(+a) | Numerical country code |
|-----------------|---|------------------------|
| Kazakhstan | KZ | 27 |
| Kyrgyzstan | KS | 59 |
| Latvia | LV | 25 |
| Lebanon | RL | 98 |
| Liechtenstein | FL | |
| Lithuania | LT | 24 |
| Luxembourg | L | 82 |
| North-Macedonia | MK | 65 |
| Malta | M | |
| Moldova | MD ^(+a) | 23 |
| Monaco | MC | |
| Mongolia | MGL | 31 |
| Montenegro | MNE | 62 |
| Morocco | MA | 93 |
| Netherlands | NL | 84 |
| North Korea | PRK ^(+a) | 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 ^(d4) |
| Syria | SYR | 97 |
| Tajikistan | TJ | 66 |
| Tunisia | TN | 91 |
| Türkiye | TR | 75 |
| Turkmenistan | TM | 67 |
| Ukraine | UA | 22 |
| United Kingdom | GB | 70 |
| Uzbekistan | UZ | 29 |
| Vietnam | VN ^(+a) | 32 |

(a) 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.

(b) Bosnia-Herzegovina uses 2 specific railway codes. A numerical country code 49 is reserved.

(c) And specific code (*) 64 for FNME (Ferrovie Nord Milano Esercizio).

(d) And specific code (*) 63 for BLS (Bern–Lötschberg–Simplon Eisenbahn) was used for vehicles authorised before 2007.

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



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(g) 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.

**Specifications for vehicle registers:
Appendix 6 Part 5 — Not used**


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~~**INTEROPERABILITY CODES USED FOR WAGONS (DIGITS 1-2)**~~ ~~**Specifications for vehicle registers: Appendix 6 Part 6 – Interoperability codes used for wagons (digits 1-2)**~~

11. INTEROPERABILITY CODES USED FOR WAGONS (DIGITS 1-2)¹⁷

| | 1 st digit ↓ | 2 nd digit → | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 2 nd digit ← | 1 st digit ↓ |
|---|----------------------------|----------------------------|----------------------------|-----------------------|----------|-------------------------------|----------|-------|----------|--|----------------------------|-----------------------------|----------------------------|----------------------------|
| | | Track Gauge | fixed or variable | fixed | variable | fixed | variable | fixed | variable | fixed | variable | fixed or variable | Track Gauge | |
| Wagons conform to the UTP/TSI WAG ^(a) including 7.1.2 and all conditions of Appendix C | 0 | with axles | Not to be used | Wagons ^(b) | | not to be used ^(d) | | | | | | PGW wagons (variable gauge) | with axles | 0 |
| | 1 | with bogies | | | | | | | | | | | with bogies | 1 |
| | 2 | with axles | | Wagons ^(b) | | | | | | PGW wagons (fixed gauge) | with axles | 2 | | |
| | 3 | with bogies | | | | | | | | | with bogies | 3 | | |
| Other wagons | 4 | with axles ^(c) | maintenance related wagons | Other wagons | | | | | | Wagons with special numbering for technical characteristics not placed in service inside EU or a COTIF Contracting State | with axles ^(c) | 4 | | |
| | 8 | with bogies ^(c) | | | | | | | | | with bogies ^(c) | 8 | | |
| | ↑ 1 st digit | → 2 nd digit | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | ← 2 nd digit | ↑ 1 st digit |

¹⁷ The equivalent EU texts are in Annex II, Appendix 6 Part 6 – Interoperability codes used for wagons (digits 1-2) of the EVR Decision

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- (a) UTP WAG 2015 or WAG TSI Regulation (EU) No 321/2013
- (b) Including wagons, which according to previous regulations carry the digits defined in the present table
- (c) Fixed or variable gauge.
- (d) Except for wagons in category I (temperature-controlled wagons), not to be used for new vehicles authorised placed in service.

~~**INTERNATIONAL — TRAFFIC — ABILITY
CODES — FOR — HAULED — PASSENGER
VEHICLES (DIGITS 1-2)**~~ | ~~**Specifications for vehicle registers: Appendix 6 Part 7 —
International traffic ability codes for hauled passenger vehicles (digits 1-2)**~~

12. INTERNATIONAL TRAFFIC ABILITY CODES FOR HAULED PASSENGER VEHICLES (DIGITS 1-2)¹⁸

| | Domestic traffic | TEN and/or COTIF ^(a, b) and/or PPV/PPW | | | | Domestic traffic or International traffic by special agreement | TEN ^(a) and/or COTIF ^(b) | PPV/PPW | | |
|---|-------------------------------|--|---|----------------|---|--|--|----------------------|---|---|
| $\begin{matrix} \rightarrow \\ \text{2}^{\text{nd}} \text{ digit} \\ \text{1}^{\text{st}} \text{ digit} \\ \downarrow \end{matrix}$ | 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- |

¹⁸ [The equivalent EU texts are in Annex II, Appendix 6 Part 7 – International traffic ability codes for hauled passenger vehicles \(digits 1-2\) of the EVR Decision](#)

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| | | | | | | | | | | |
|---|---|--------------------------------------|---|---|---|---------------------|-------------------------------|----------------|----------------|------------------|
| 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) | | | adjustable axles |
| 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 UTP/TSIs, see appendix H, part 6 of [OPE TSI Commission Regulation \(EU\) 2015/995 of 8 June 2015 amending Decision 2012/757/EU](#).
- (b) Including vehicles, which according to previous 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.



~~12. TYPES OF TRACTIVE ROLLING STOCK AND UNITS IN A TRAINSET IN FIXED OR PRE-DEFINED FORMATION (DIGITS 1-2)~~

~~Specifications for vehicle registers: Appendix 6 Part 8 – Types of tractive rolling stock and units in a trainset in fixed or pre-defined formation (digits 1-2)~~

13. TYPES OF TRACTIVE ROLLING STOCK AND UNITS IN A TRAINSET IN FIXED OR PRE-DEFINED FORMATION (DIGITS 1-2)¹⁹

The first digit shall be “9”.

If the second digit shall describe 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 |

¹⁹ [The equivalent EU texts are in Annex II, Appendix 6 Part 8 – Types of tractive rolling stock and units in a trainset in fixed or pre-defined formation \(digits 1-2\) of the EVR Decision](#)



~~STANDARD NUMERICAL MARKING OF WAGONS (DIGITS 5 TO 8)~~

~~Specifications for vehicle registers: Appendix 6 Part 9 – Standard numerical marking of wagons (digits 5 to 8)~~

14. STANDARD NUMERICAL MARKING OF WAGONS (DIGITS 5 TO 8)²⁰

Digits 5 to 8 indicate the main technical characteristics of the wagon.

The Agency shall manage the numerical marking associated to the main technical characteristics of the wagon and publish them on its website (www.era.europa.eu).

~~A list with numbers~~ The digits correlate to the letter codes of wagons, as listed in section 17 of this UTP and which are further detailed in correlation tables.

These correlation tables are ~~is~~ published on the ERA's website (www.era.europa.eu).

The correlation tables list all possible combinations of digits 5 to 8 and correlate them to letter codes. Each letter code represents specific technical and operational features of the wagon.

The main technical characteristics of a freight wagon can be determined on the basis of its EVN, with the help of the correlation tables. For this purpose, as a first step, digits 5 to 8 of the EVN are converted to a letter code. The letter code can then be matched to the technical characteristics in section 17 of this UTP. The letter codes related to digits 5 to 8 are also usually inscribed on wagons.

A new combination of digits 5 to 8 may be required for a new wagon or wagon type.

An application for a new code shall be filed with the registration entity, which shall send it to

ERA or the Secretary General of OTIF. A new code may be used only after it has been integrated into the correlation tables and publication has been published by ERA²¹.

the Agency. A new code may be used only after publication by the Agency.

²⁰ The equivalent EU texts are in Annex II, Appendix 6 Part 9 – Standard numerical marking of wagons (digits 5 to 8) of the EVR Decision.

²¹ For EU Member States the applications should be sent to ERA.



~~CODES FOR THE TECHNICAL CHARACTERISTICS OF THE HAULED PASSENGER STOCK (DIGITS 5-6)~~

**Specifications for vehicle registers:
Appendix 6 Part 10 –
Codes for the technical characteristics of
the hauled passenger stock (digits 5-6)**

15. CODES FOR THE TECHNICAL CHARACTERISTICS OF HAULED PASSENGER STOCK (DIGITS 5-6)²²

~~An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General. A new code may be used only after publication by ERA²³.~~

The Agency shall manage the codes for the technical characteristics of the hauled passenger stock and publish them on its website (www.era.europa.eu).

~~The tables in this section are copied from the “Part 10” document as published on the ERA website²⁴. The “Part 10” document consists ~~Digits 5-8~~ are composed in accordance with the following ~~of~~ two tables²⁵:~~

An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.

- ~~– Codes for the technical characteristics of the hauled passenger stock (digits 5-6)~~
- ~~– Codes for the general characteristics of the hauled passenger stock (digits 7-8)~~

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General of OTIF. A new code may be used after it has been published by ERA²⁶. This UTP should subsequently be modified accordingly.


²² [The equivalent EU texts are in Annex II, Appendix 6 Part 10 – Codes for the technical characteristics of hauled passenger stock \(digits 5-6\) of the EVR Decision.](#)

~~²³ For EU Member States the applications should be sent to ERA.~~

~~²⁴ Table equivalent to the one published on ERA website on 11.12.2014.~~

²⁵ [The tables in this section are copied from the “Part 10” document as published on ERA’s website.](#)


²⁶ [For EU Member States, applications should be sent to ERA.](#)

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16. CODES FOR THE TECHNICAL CHARACTERISTICS OF HAULED PASSENGER STOCK (DIGITS 5-6)


| | 6 th digit 5 th digit | 0 | 1 | 2 | 3 | 4 |
|---|--|---|--|---|--|---|
| Reserved | 0 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Vehicles with 1 st class seats | 1 | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | ≥ 11 side-corridor compartments or equivalent open-saloon space with centre aisle | Reserved | Reserved | Two or three axles |
| Vehicles with 2 nd class seats | 2 | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | 11 side-corridor compartments or equivalent open-saloon space with centre aisle | ≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle | Three axles | Two axles |
| Vehicles with 1 st or 1 st /2 nd class seats | 3 | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | 11 side-corridor compartments or equivalent open-saloon space with centre aisle | ≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle | Reserved | Two or three axles |
| 1 st or 1 st /2 nd class couchette cars | 4 | 10 1 st /2 nd class compartments | Reserved | Reserved | Reserved | ≤ 9 1 st /2 nd class compartments |
| 2 nd class couchette cars | 5 | 10 compartments | 11 compartments | ≥ 12 compartments | Reserved | Reserved |
| Reserved | 6 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Sleeping cars | 7 | 10 compartments | 11 compartments | 12 compartments | < 10 2 nd class compartments | < 10 1 st class compartments |
| Vehicles of special design and vans | 8 | Driving trailer with seats, all classes, with or without luggage compartment, with driving cab for reversible working | Vehicles with 1 st or 1 st /2 nd class seats with luggage or mail compartment | Vehicles with 2 nd class seats with luggage or mail compartment | Reserved | Vehicles with seats, all classes with specially-fitted areas, e.g. children's play area |
| | 9 | Mail vans | Luggage vans with mail compartment | Luggage vans | Luggage vans and two or three-axle 2 nd class vehicles with seats, with luggage or mail compartment | Side-corridor luggage vans, with or without compartment under customs seal |

Note: Fractions of a compartment are not considered. The equivalent accommodation in open saloon cars with centre aisle is obtained by dividing the number of available seats by 6, 8 or 10 depending on the construction of the vehicle.

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| | 6 th digit 5 th digit | 5 | 6 | 7 | 8 | 9 |
|---|--|---|---|--|--|--|
| Reserved | 0 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Vehicles with 1 st class seats | 1 | Reserved | Double-deck coaches | ≥ 7 side-corridor compartments or equivalent open-saloon space with centre aisle | 8 side-corridor compartments or equivalent open-saloon space with centre aisle | 9 side-corridor compartments or equivalent open-saloon space with centre aisle |
| Vehicles with 2 nd class seats | 2 | Only for OSJD, double-deck coaches | Double-deck coaches | Reserved | ≥ 8 side-corridor compartments or equivalent open-saloon space with centre aisle | 9 side-corridor compartments or equivalent open-saloon space with centre aisle |
| Vehicles with 1 st or 1 st /2 nd class seats | 3 | Reserved | Double-deck coaches | Reserved | ≥ 8 side-corridor compartments or equivalent open-saloon space with centre aisle | 9 side-corridor compartments or equivalent open-saloon space with centre aisle |
| 1 st or 1 st /2 nd class couchette cars | 4 | Reserved | Reserved | Reserved | Reserved | ≤ 9 1 st class compartments |
| 2 nd class couchette cars | 5 | Reserved | Reserved | Reserved | Reserved | ≤ 9 compartments |
| Reserved | 6 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Sleeping cars | 7 | > 12 compartments | < 10 compartments | Reserved | Reserved | Reserved |
| Vehicles of special design and vans | 8 | Coaches with seats and couchette cars, all classes, with bar or buffet area | Double-deck driving coach with seats, all classes, with or without luggage compartment, with driving cab for reversible working | Dining cars or coaches with bar or buffet area, with luggage compartment | Dining cars | Other special coaches (conference, disco, bar, cinema, video, ambulance coaches) |
| | 9 | Two or three-axle luggage vans with mail compartment | Other vans | Two or three-axle car-carrying wagons | Car-carrying wagons | Service vehicles |


Note: Fractions of a compartment are not considered. The equivalent accommodation in open saloon cars with centre aisle is obtained by dividing the number of available seats by 6, 8 or 10 depending on the construction of the vehicle.

| | | | |
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16-17. CODES FOR THE ~~TECHNICAL~~ GENERAL CHARACTERISTICS OF ~~THE~~ HAULED PASSENGER STOCK (DIGITS 7-8)

| Energy supply Maximum speed | 8 th digit 7 th digit | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------------------------------|--|--|--------------------------------------|---|--|--|---------------------------------|---|---|--|--|
| < 120 km/h | 0 | All tensions* | Reserved | 3000 V~ + 3000 V= | 1000 V~ * | Reserved | 1500 V~ | Other tensions than 1000 V, 1500 V, 3000 V | 1500 V~ + 1500 V= | 3000 V= | Reserved |
| | 1 | All tensions* + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | Reserved | 1500 V~ + 1500 V= + Steam ¹ | 3000 V= + Steam ¹ | 3000 V= + Steam ¹ |
| | 2 | Steam ¹ | Steam ¹ | 3000 V~ + 3000 V= + Steam ¹ | Steam ¹ | 3000 V~ + 3000 V= + Steam ¹ | Steam ¹ | 3000 V~ + 3000 V= 1500 V~ + Steam ¹ | 1500 V~ + Steam ¹ | 1500 V~ + Steam ¹ | A ¹ |
| 121 to 140 km/h | 3 | All tensions | Reserved | 1000 V~ + 3000 V= | 1000 V~ * ¹ | 1000 V~ * ¹ | 1000 V~ | 1000 V~ + 1500 V~ + 1500 V= | 1500 V~ + 1500 V= | 3000 V= | 3000 V= |
| | 4 | All tensions * + Steam ¹ | All tensions + Steam ¹ | All tensions + Steam ¹ | 1000 V~ * ¹ + Steam ¹ | 1500 V~ + 1500 V= | 1000 V~ + Steam ¹ | 3000 V~ + 3000 V= | 1500 V~ + 1500 V= + Steam ¹ | 3000 V= + Steam ¹ | Reserved |
| | 5 | All tensions * + Steam ¹ | All tensions + Steam ¹ | All tensions + Steam ¹ | 1000 V~ + Steam ¹ | Reserved | 1500 V~ + Steam ¹ | Other tensions than 1000 V, 1500 V, 3000 V | 1500 V~ + 1500 V= + Steam ¹ | Reserved | Reserved |
| | 6 | Steam ¹ | Reserved | 3000 V~ + 3000 V= | Reserved | 3000 V~ + 3000 V= | Reserved | Steam ¹ | Reserved | Reserved | A ¹ |
| 141 to 160 km/h | 7 | All tensions * | All tensions | 1500 V~ ¹ + 3000 V= ¹ All tensions ² | 1000 V~ * | 1500 V~ + 1500 V= | 1000 V~ | 1500 V~ | 1500 V~ + 1500 V= | 3000 V= | 3000 V= |
| | 8 | All tensions * + Steam ¹ | All tensions + Steam ¹ | 3000 V~ + 3000 V= | Reserved | All tensions * + Steam ¹ | 1000 V~ + Steam ¹ | 3000 V~ + 3000 V= | Other tensions than 1000 V, 1500 V, 3000 V | All tensions * + Steam ¹ | A ¹ G ² |
| > 160 km/h | 9 | All tensions * ² | All tensions | All tensions + Steam ¹ | 1000 V~ + 1500 V~ | 1000 V~ | 1000 V~ | Reserved | 1500 V~ + 1500 V= | 3000 V= | A ¹ , A ² , G ² |

- Notes:
- ¹ Only for domestic traffic vehicles
 - ² Only for vehicles able to international traffic
- All tensions Single phase alternating current 1000 V 51 to 15 Hz, single phase alternating current 1500 V 50 Hz, direct current 1500 V, direct current 3000 V. Can include single phase alternating current 3000 V 50 Hz
- * For certain vehicles with 1000V single phase alternating current, only one frequency, either 16 2/3 or 50 Hz, is permitted
- A** Autonomous heating, without train bus electricity supply line
- G** Vehicles with train bus electricity supply line for all voltages, but requiring a generator van to supply air-conditioning

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Steam Steam heating only. If tensions are written, the code is also available for vehicles without steam heating.

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~~17. CODES FOR THE TECHNICAL CHARACTERISTICS OF THE SPECIAL VEHICLES (DIGITS 6-8)~~

~~Specifications for vehicle registers: Appendix 6 Part 11 – Codes for the technical characteristics of the special vehicles (digits 6-8)~~

18. CODES FOR THE TECHNICAL CHARACTERISTICS OF SPECIAL VEHICLES (DIGITS 6-8)²⁷

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General of OTIF. A new code may be used only after publication by ERA²⁸.

The Agency shall manage the codes for the technical characteristics of special vehicles and publish them on its website (www.era.europa.eu).

The first two tables in this section are copied from the “Part 11” document as published on ~~the~~ ERA’s website²⁹:

An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.

- Authorised speed for special vehicles (digit 6)
- Type and sub-type of special vehicle (digits 7-8)

Authorised speed for special vehicles (digit 6)

| Classification | | | Self-propelled travelling speed | | |
|--|---|--------------------|---------------------------------|------------|--------|
| | | | ≥ 100 km/h | < 100 km/h | 0 km/h |
| Can be put into a train | V ≥ 100 km/h | Self-propelled | 1 | 2 | |
| | | Non self-propelled | | | 3 |
| | V < 100 km/h and/or restrictions ^(a) | Self-propelled | | 4 | |
| | | Non self-propelled | | | 5 |
| Cannot be put into a train | | Self-propelled | | 6 | |
| | | Non self-propelled | | | 7 |
| Self-propelled rail/road vehicle than can be put into a train ^(b) | | | | 8 | |

²⁷ [The equivalent EU texts are in Annex II, Appendix 6 Part 11 – Codes for the technical characteristics of special vehicles \(digits 6-8\) of the EVR Decision](#)

²⁸ For EU Member States the applications should be sent to ERA.

²⁹ Table equivalent to the one published on ERA’s website on ~~20.01.2014~~ [4.4.2024](#).



| | | | |
|---|--|---|---|
| Self-propelled rail/road vehicle than cannot be put into a train ^(b) | | 9 | |
| Non self-propelled rail/road vehicle ^(b) | | | 0 |

^(a) By restriction is meant a special position in a train (e.g. at the rear), an obligatory protection wagon, etc.

^(b) Special conditions concerning inclusion in a train must be complied with.

Type and sub-type of special vehicle (digits 7-8)

| <i>7th digit</i> | <i>8th digit</i> | <i>Vehicles / machines</i> |
|---|-----------------------------|--|
| 1 Infrastructure and superstructure | 1 | Track laying and renewal train |
| | 2 | Switches and crossing laying equipment |
| | 3 | Track rehabilitation train |
| | 4 | Ballast cleaning machine |
| | 5 | Earthworks machine |
| | 6 | |
| | 7 | |
| | 8 | |
| | 9 | Rail-mounted crane (excl. re-railing) |
| | 0 | Other or general |
| 2 Track | 1 | High capacity plain track tamping machine |
| | 2 | Other plain track tamping machines |
| | 3 | Tamping machine with stabilisation |
| | 4 | Tamping machine for switches and crossings |
| | 5 | Ballast plough |
| | 6 | Stabilisation machine |
| | 7 | Grinding and welding machine |
| | 8 | Multi-purpose machine |
| | 9 | Track inspection car |
| | 0 | Other |
| 3 Overhead line | 1 | Multi-purpose machine |
| | 2 | Rolling and unrolling machine |
| | 3 | Mast installation machine |
| | 4 | Drum carrier machine |
| | 5 | Overhead line tensioning machine |
| | 6 | Machine with elevating work platform and machine with scaffold |
| | 7 | Cleaning train |
| | 8 | Greasing train |

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| <i>7th digit</i> | <i>8th digit</i> | <i>Vehicles / machines</i> |
|--|-----------------------------|---|
| | 9 | Overhead line inspection car |
| | 0 | Other |
| 4 Structures | 1 | Deck laying machine |
| | 2 | Bridge inspection platform |
| | 3 | Tunnel inspection platform |
| | 4 | Gas purification machine |
| | 5 | Ventilation machine |
| | 6 | Machine with elevating work platform or with scaffold |
| | 7 | Tunnel lighting machine |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 5 Loading, unloading and various transport | 1 | Rail loading/unloading and transport machine |
| | 2 | Loading/unloading and transport machine for ballast, gravel, etc. |
| | 3 | |
| | 4 | |
| | 5 | Sleeper loading/unloading and transport machine |
| | 6 | |
| | 7 | |
| | 8 | Loading/unloading and transport machine for switchgear, etc. |
| | 9 | Loading/unloading and transport machine for other materials |
| | 0 | Other |
| 6 Measuring | 1 | Earthworks recording car |
| | 2 | Track recording car |
| | 3 | Overhead line recording car |
| | 4 | Gauge recording car |
| | 5 | Signalling recording car |
| | 6 | Telecommunications recording car |
| | 7 | |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 7 | 1 | Emergency crane |

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| <i>7th digit</i> | <i>8th digit</i> | <i>Vehicles / machines</i> |
|---|-----------------------------|------------------------------|
| Emergency | 2 | Emergency haulage car |
| | 3 | Emergency tunnel train |
| | 4 | Emergency car |
| | 5 | Fire car |
| | 6 | Sanitary vehicle |
| | 7 | Equipment car |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 8 Traction, transport, energy, etc. | 1 | Tractive units |
| | 2 | |
| | 3 | Transport car (excl. 59) |
| | 4 | Power car |
| | 5 | Track car / powered car |
| | 6 | |
| | 7 | Concreting car |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 9 Environment | 1 | Self-propelled snow plough |
| | 2 | Hauled snow plough |
| | 3 | Snow broom |
| | 4 | De-icing machine |
| | 5 | Weed-killing machine |
| | 6 | Rail cleaning machine |
| | 7 | |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 0 Rail/road | 1 | Category 1 rail/road machine |
| | 2 | |
| | 3 | Category 2 rail/road machine |
| | 4 | |
| | 5 | Category 3 rail/road machine |
| | 6 | |
| | 7 | Category 4 rail/road machine |



| 7 th digit | 8 th digit | Vehicles / machines |
|-----------------------|-----------------------|---------------------|
| | 8 | |
| | 9 | |
| | 0 | Other |

~~LETTER MARKING FOR WAGONS EXCLUDING ARTICULATED AND MULTIPLE WAGONS~~

~~Specifications for vehicle registers: Appendix 6 Part 12 — Letter marking for wagons~~

19. LETTER MARKING FOR WAGONS³⁰

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General [of OTIF](#). A new code may be used only after publication by ERA³¹.

The Agency shall manage the codes for letter marking for wagons (except articulated and multiple wagons) and publish them on its website (www.era.europa.eu).

The tables in this section are copied from the “Part 12” document as published on ~~the ERA’s~~ website³². The “Part 12” document consists of 10 tables.

An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.

[Letter marking for wagons, excluding articulated and multiple wagons:](#)

- CATEGORY LETTER: **E** - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **F** - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **G** – COVERED WAGON
- CATEGORY LETTER: **H** – COVERED WAGON
- CATEGORY LETTER: **I** – TEMPERATURE-CONTROLLED WAGON
- CATEGORY LETTER: **K** – 2-AXLE FLAT WAGON
- CATEGORY LETTER: **L** – 2-AXLE FLAT WAGON
- CATEGORY LETTER: **O** – MIXED FLAT AND OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **R** –FLAT BOGIES WAGON

³⁰ [The equivalent EU texts are in Annex II, Appendix 6 Part 12 — Letter marking for wagons of the EVR Decision.](#)

³¹ ~~For~~ EU Member States [should send the](#) applications ~~should be sent~~ to ERA.

³² Table equivalent to the one published on ERA’s website on [05.9.2019](#)~~06.4.2017~~.



- CATEGORY LETTER: **S** –FLAT BOGIES WAGON
- CATEGORY LETTER: **T** – WAGON WITH OPENING ROOF
- CATEGORY LETTER: **U** - SPECIAL WAGONS
- CATEGORY LETTER: **Z** - TANK WAGON

Letter marking for articulated and multiple wagons:

- CATEGORY LETTER: **F** - OPEN HIGH-SIDED WAGON (2 units)
- CATEGORY LETTER: **H** - COVERED WAGON (2 units)
- CATEGORY LETTER: **I** - TEMPERATURE CONTROLLED WAGON (2 units)
- CATEGORY LETTER: **L** - FLAT WAGON WITH SEPARATE AXLES (2 units)
- CATEGORY LETTER: **S** - FLAT BOGIE WAGON (2 units)
- CATEGORY LETTER: **T** - WAGON WITH OPENING ROOF (2 units)
- CATEGORY LETTER: **U** - SPECIAL WAGONS (2 units)
- CATEGORY LETTER: **Z** - TANK WAGON (2 units)

LETTER MARKING FOR WAGONS EXCLUDING ARTICULATED AND MULTIPLE WAGONS

DEFINITION OF THE CATEGORY AND INDEX LETTERS

1. Important notes

In the attached tables:

- the information given in meters refers to the inside length of the wagons (lu);
- the information given in tonnes (tu) corresponds to the highest load limit shown in the loading table for the wagon in question, this limit being determined in accordance with the procedures laid down.

2. Index letters with an international value common to all categories

- q** pipe for electric heating which can be supplied by all accepted currents
- qq** pipe and installation for electric heating which can be supplied by all accepted currents
- s** wagons authorised to run at speeds up to 100 km/h
- ss** wagons authorised to run at speeds up to 120 km/h

**3. Index letters with a national value**

t, u, v, w, x, y, z

The value of these letters is defined by each Contracting State.

CATEGORY LETTER: E - OPEN HIGH-SIDED WAGON

| Reference wagon | | of ordinary type, with side and end tipping, with flat floor with 2 axles: $lu \geq 7,70m$; $25t \leq tu \leq 30t$ with 4 axles: $lu \geq 12m$; $50t \leq tu \leq 60t$ with 6 axles or more: $lu \geq 12m$; $60t \leq tu \leq 75t$ |
|-----------------|--|---|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | c | with floor traps ^(a) |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | without side tipping |
| | ll | without floor traps ^(b) |
| | m | with 2 axles: $lu < 7,70m$ with 4 axles or more: $lu < 12m$ |
| | mm | with 4 axles or more: $lu > 12m$ ^(b) |
| | n | with 2 axles: $tu > 30t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ |
| | o | without end tipping |
| p | with station for brakeman ^(b) | |

^(a) This concept only applies to open high-sided wagons with a flat floor, and provided with a device enabling them to be used, either as ordinary wagons with a flat bottom, or for gravity unloading of certain goods by suitable positioning of the traps.

^(b) Only applicable to wagons with gauge of 1520 mm.




CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON

| | | |
|-----------------|---|--|
| Reference wagon | | of special type, with 2 axles: $25t \leq tu \leq 30t$ with 3 axles: $25t \leq tu \leq 40t$ with 4 axles: $50t \leq tu \leq 60t$ with 6 axles or more: $60t \leq tu \leq 75t$ |
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | high capacity with axles (volume > 45m ³) |
| | c | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | cc | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | k | with 2 or 3 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 or 3 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| | oo | with axial bulk gravity unloading, at the bottom ^(a) |
| p | with axial controlled gravity unloading, at the top ^(a) | |
| pp | with axial controlled gravity unloading, at the bottom ^(a) | |
| ppp | with station for brakeman ^(b) | |

^(a) Wagons with gravity unloading in category F are open wagons, which do not have a flat floor and have no tipping facility either at the end or the side.

^(b) Only applicable to wagons with gauge of 1520 mm.

| | | | |
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The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails

(For these wagons, unloading is:

- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
- alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

**CATEGORY LETTER: G – COVERED WAGON**

| Reference wagon | | of ordinary type, with at least 8 ventilation apertures with 2 axles: $9m \leq lu < 12m$; $25t \leq tu \leq 30t$ with 4 axles: $15m \leq lu < 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $15m \leq lu < 18m$; $60t \leq tu \leq 75t$ |
|-----------------|--|---|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | high capacity: - with 2 axles: $lu \geq 12m$ and payload capacity $\geq 70m^3$ - with 4 axles or more: $lu \geq 18m$ |
| | bb | with 4 axles or more: $lu > 18m$ ^(a) |
| | g | for grain |
| | h | for fruits and vegetables ^(b) |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with less than 8 ventilation apertures |
| | ll | with enlarged doors apertures ^(a) |
| | m | with 2 axles: $lu < 9m$ with 4 axles or more: $lu < 15m$ |
| | n | with 2 axles: $tu > 30t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ |
| | o | with 2 axles: $lu < 12m$ and payload capacity $\geq 70m^3$ |
| p | with station for brakeman ^(a) | |

^(a) Only applicable to wagons with gauge of 1520 mm.

^(b) The concept “for fruits and vegetables” applies only to wagons provided with additional ventilation apertures at the floor level.

**CATEGORY LETTER: H – COVERED WAGON**

| Reference wagon | | of special type, with 2 axles: $9m \leq lu < 12m$; $25t \leq tu \leq 28t$ with 4 axles: $15m \leq lu < 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $15m \leq lu < 18m$; $60t \leq tu \leq 75t$ |
|-----------------|---|---|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | with 2 axles: $12m \leq lu \leq 14m$ and payload capacity $\geq 70m^3$ ^(a) with 4 axles or more: $18m \leq lu \leq 22m$ |
| | bb | with 2 axles: $lu \geq 14m$ with 4 axles or more: $lu \geq 22m$ |
| | c | with end doors |
| | cc | with end doors and fitted internally for the transport of motor cars |
| | d | with floor traps |
| | dd | with tipping body ^(b) |
| | e | with 2 floors |
| | ee | with 3 floors or more |
| | f | suitable for traffic with Great Britain ^(a) |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) ^(a) |
| | g | for grain |
| | gg | for cement ^(b) |
| | h | for fruits and vegetables ^(c) |
| | hh | for mineral fertilizer ^(b) |
| | i | with opening or shunt walls |
| | ii | with very robust opening or shunt walls ^(d) |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ | |
| l | with movable partitions ^(e) | |
| ll | with lockable movable partitions ^(e) | |
| m | with 2 axles: $lu < 9m$ with 4 axles or more: $lu < 15m$ | |
| mm | with 4 axles or more: $lu > 18m$ ^(b) | |
| n | with 2 axles: $tu > 28t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| o | with 2 axles: $12m < lu < 14m$ and payload capacity $\geq 70m^3$ | |
| p | with station for brakeman ^(b) | |

(a) 2-axle wagons bearing the index letters “f”, “fff” can have a payload capacity less than $70 m^3$.

(b) Only applicable to wagons with gauge of 1520 mm.

(c) The concept “for fruits and vegetables” applies only to wagons provided with additional ventilation apertures at the floor level.

(d) Only applicable to wagons with gauge of 1435 mm.

(e) Movable partitions may be dismantled temporarily



CATEGORY LETTER: I – TEMPERATURE-CONTROLLED WAGON

| | | |
|-----------------|--|--|
| Reference wagon | | refrigerator wagon, with class IN thermal insulation, with motor-driven ventilation, with gratings and ice bunker $\geq 3,5\text{m}^3$ with 2 axles: $19\text{m}^2 \leq \text{floor area} < 22\text{m}^2$; $15\text{t} \leq \text{tu} \leq 25\text{t}$ with 4 axles: floor area $\geq 39\text{m}^2$; $30\text{t} \leq \text{tu} \leq 40\text{t}$ |
| Index letters | a | with 4 axles |
| | b | with 2 axles and large floor area: $22\text{m}^2 \leq \text{floor area} \leq 27\text{m}^2$ |
| | bb | with 2 axles and very large floor area: floor area $> 27\text{m}^2$ |
| | c | with meat hooks |
| | d | for fish |
| | e | with electric ventilation |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | with mechanical refrigeration ^(a b) |
| | gg | refrigerator with liquefied gas ^(a) |
| | h | with class IR thermal insulation |
| | i | mechanically refrigerated by the machinery of an accompanying technical wagon ^(a b c) |
| | ii | accompanying technical wagon ^(a c) |
| | k | with 2 axles: $\text{tu} > 15\text{t}$ with 4 axles: $\text{tu} < 30\text{t}$ |
| | l | insulated without ice bunkers ^(a d) |
| m | with 2 axles: floor area $< 19\text{m}^2$ with 4 axles: floor area $< 39\text{m}^2$ | |
| mm | with 4 axles: floor area $\geq 39\text{m}^2$ ^(e) | |
| n | with 2 axles: $\text{tu} > 25\text{t}$ with 4 axles: $\text{tu} > 40\text{t}$ | |
| o | with ice bunkers of capacity less than $3,5\text{m}^3$ ^(d) | |
| p | without gratings | |

- (a) The index letter “i” shall not be marked on wagons bearing the index letters “g”, “gg”, “i” or “ii”.
- (b) Wagons bearing both the index letters “g” and “i” can be used individually or in a mechanically refrigerated raft.
- (c) The concept of “accompanying technical wagon” applies at the same time to factory wagons, workshop wagons (both with or without sleeping accommodation) and dormitory wagons.
- (d) The index letter “o” shall not be marked on wagons bearing the index letter “l”.
- (e) Only applicable to wagons with gauge of 1520 mm.

Note: The floor area of covered refrigerator wagons is always determined taking into account the use of ice bunkers.

**CATEGORY LETTER: K – 2-AXLE FLAT WAGON**

| Reference wagon | | of ordinary type, with drop sides and short stanchions $lu \geq 12m$; $25t \leq tu \leq 30t$ |
|-----------------|----|---|
| Index letters | b | with long stanchions |
| | g | fitted for the transport of containers ^(a) |
| | i | with removable cover and non-removable ends ^(b) |
| | j | with shock-absorbing device |
| | k | $tu < 20t$ |
| | kk | $20t \leq tu < 25t$ |
| | l | without stanchions |
| | m | $9m \leq lu < 12m$ |
| | mm | $lu < 9m$ |
| | n | $tu > 30t$ |
| | o | with non-removable sides |
| | p | without sides ^(b) |
| | pp | with removable sides |

^(a) Index letter “g” may be used together with category letter K exclusively for ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category L.

^(b) The index letter “p” shall not be marked on wagons bearing index letter “i”.

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CATEGORY LETTER: L – 2-AXLE FLAT WAGON

| Reference wagon | | of special type, $lu \geq 12m; 25t \leq tu \leq 30t$ |
|-----------------|------------------------------|--|
| Index letters | b | with special fittings for securing purposes for medium-sized containers (pa) ^(a) |
| | c | with swivelling bolster ^(a) |
| | d | fitted out for the transport of motor cars, without deck ^(a) |
| | e | with decks for the transport of motor cars ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers (except pa) ^(a b) |
| | h | fitted out for the transport of steel coils, eye to side ^(a c) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(a c) |
| | i | with removable cover and non-removable ends ^(a) |
| | ii | With very robust removable metallic cover ^(d) and non-removable ends ^(a) |
| | j | with shock-absorbing device |
| | k | $tu < 20t$ |
| | kk | $20t \leq tu < 25t$ |
| | l | without stanchions ^(a) |
| | m | $9m \leq lu < 12m$ |
| | mm | $lu < 9m$ |
| n | $tu > 30t$ | |
| p | without sides ^(b) | |

^(a) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.

^(b) Wagons used solely for the transport of containers (except pa).

^(c) Wagons used solely for the transport of steel coils.

^(d) Only applicable to wagons with gauge of 1435 mm.

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CATEGORY LETTER: O – MIXED FLAT AND OPEN HIGH-SIDED WAGON

| | | |
|-----------------|-----|--|
| Reference wagon | | of ordinary type, with 2 or 3 axles; with drop sides or ends and stanchions with 2 axles: $lu \geq 12m$; $25t \leq tu \leq 30t$ with 3 axles: $lu \geq 12m$; $25t \leq tu \leq 40t$ |
| Index letters | a | with 3 axles |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | k | $tu < 20t$ |
| | kk | $20t \leq tu < 25t$ |
| | l | without stanchions |
| | m | $9m \leq lu < 12m$ |
| | mm | $lu < 9m$ |
| | n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ |

**CATEGORY LETTER: R – FLAT BOGIES WAGON**

| Reference wagon | of ordinary type, with drop ends and stanchions $18\text{m} \leq \text{lu} < 22\text{m}$; $50\text{t} \leq \text{tu} \leq 60\text{t}$ | |
|-----------------|---|---|
| Index letters | b | $\text{lu} \geq 12\text{m}$ |
| | e | with drop sides |
| | g | fitted for the transport of containers ^(a) |
| | h | fitted out for the transport of steel coils, eye to side ^(b) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(b) |
| | i | with removable cover and non-removable ends ^(c) |
| | j | with shock-absorbing device |
| | k | $\text{tu} < 40\text{t}$ |
| | kk | $40\text{t} \leq \text{tu} < 50\text{t}$ |
| | l | without stanchions |
| | m | $15\text{m} \leq \text{lu} < 18\text{m}$ |
| | mm | $\text{lu} < 15\text{m}$ |
| | n | $\text{tu} > 60\text{t}$ |
| | o | with non-removable ends less than 2 m in height |
| | oo | with non-removable ends, 2 m or more in height ^(c) |
| | p | without drop ends ^(c) |
| pp | with removable sides | |

^(a) The use of the index letter “g” associated with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category S.

^(b) The use of the index letter “h” or “hh” together with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of ~~containers~~[steel coils](#). Wagons fitted out solely for the transport of containers must be classified in category S.

^(c) The index letters “oo” and/or “p” shall not be marked on wagons bearing index letter “i”.



CATEGORY LETTER: S –FLAT BOGIES WAGON

| Reference wagon | | of special type, with 4 axles: $lu \geq 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $lu \geq 22m$; $60t \leq tu \leq 75t$ |
|-----------------|--|--|
| Index letters | a | with 6 axles (2 bogies of 3 axles) |
| | aa | with 8 axles or more |
| | aaa | with 4 axles (2 bogies of 2 axles) ^(a) |
| | b | with special fittings for securing purposes for medium-sized containers (pa) ^(b) |
| | c | with swivelling bolster ^(b) |
| | d | fitted out for the transport of motor cars, without deck ^(b c) |
| | e | with decks for the transport of motor cars ^(b) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers, total loading length $\leq 60'$ (except pa) ^(b c d) |
| | gg | fitted for the transport of containers, total loading length $> 60'$ (except pa) ^(b c d) |
| | h | fitted out for the transport of steel coils, eye to side ^(b e) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(b e) |
| | hhh | fitted out for the transport of steel coils, eye longitudinal |
| | i | with removable cover and non-removable ends ^(b) |
| | ii | With very robust removable metallic cover ^(f) and non-removable ends ^(b) |
| | j | with shock-absorbing device |
| | k | with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| l | without stanchions ^(b) | |
| m | with 4 axles: $15m \leq lu < 18m$ with 6 axles or more: $18m \leq lu < 22m$ | |
| mm | with 4 axles: $lu < 15m$ with 6 axles or more: $lu < 18m$ | |
| mmm | with 4 axles: $lu \geq 22m$ ^(a) | |
| n | with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| p | without sides ^(b) | |

^(a) Only applicable to wagons with gauge of 1520 mm.

^(b) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “gg”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.

^(c) Wagons which in addition to the transport of containers and swap bodies are used to transport vehicles shall be marked with the index letters “g” or “gg” and the letter “d”.


^(d) Wagons used solely for the transport of containers or for transport of swap bodies for grab handling and spreader gripping.

^(e) Wagons used solely for the transport of steel coils.

^(f) Only applicable to wagons with gauge of 1435 mm.

**CATEGORY LETTER: T – WAGON WITH OPENING ROOF**

| Reference wagon | | with 2 axles: $9m \leq lu < 12m$; $25t \leq tu \leq 30t$ with 4 axles: $15m \leq lu < 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $15m \leq lu < 18m$; $60t \leq tu \leq 75t$ |
|-----------------|--|---|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | high capacity: with 2 axles: $lu \geq 12m$ with 4 axles or more: $lu \geq 18m$ ^(a b) |
| | c | with end doors |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a b c) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a b c) |
| | e | with unobstructed height of the doors $> 1,90m$ ^(a b c) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | h | fitted out for the transport of steel coils, eye to side |
| | hh | fitted out for the transport of steel coils, eye to sky |
| | i | with opening walls ^(a) |
| | j | with shock-absorbing device |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a b c) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a b c) |
| | m | with 2 axles: $lu < 9m$ with 4 axles or more: $lu < 15m$ ^(b) |
| n | with 2 axles: $tu > 30t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| o | with axial bulk gravity unloading, at the top ^(a b c) | |
| oo | with axial bulk gravity unloading, at the bottom ^(a b c) | |
| p | with axial controlled gravity unloading, at the top ^(a b c) | |
| pp | with axial controlled gravity unloading, at the bottom ^(a b c) | |

| | | | |
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- (a) Index letter “e”:
 - is optional on wagons bearing the index letter “b” (but numerical codes must always correspond to letter markings on wagons),
 - shall not be marked on wagons bearing the index letters “d”, “dd”, “i”, “l”, “ll”, “o”, “oo”, “p” or “pp”.
- (b) Index letter “b” and “m” shall not be marked on wagons bearing the index letters “d”, “dd”, “l”, “ll”, “o”, “oo”, “p” or “pp”.
- (c) Wagons with gravity unloading in category T are wagons fitted with an opening roof giving access to a loading hatch over the complete length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
 - bilateral: Apertures on either side of the track, outside the rails
- (For these wagons, unloading is:
- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
 - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
 - bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped




CATEGORY LETTER: U - SPECIAL WAGONS

| | | |
|-----------------|---|--|
| Reference wagon | | other than those in categories F, H, L, S or Z with 2 axles: $25t \leq tu \leq 30t$ with 3 axles: $25t \leq tu \leq 40t$ with 4 axles: $50t \leq tu \leq 60t$ with 6 axles or more: $60t \leq tu \leq 75t$ |
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | c | with unloading under pressure |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | i | fitted out for the transport objects which should exceed the gauge if they were loaded on ordinary wagons ^(b c) |
| | k | with 2 or 3 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 or 3 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ ^(c) |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| oo | with axial bulk gravity unloading, at the bottom ^(a) | |
| p | with axial bulk gravity unloading, at the top ^(a) | |
| pp | with axial bulk gravity unloading, at the bottom ^(a) | |

^(a) Wagons with gravity unloading in category U are closed wagons which can only be loaded through one or more loading apertures situated in at the top part of the body, and whose total opening dimensions are less than the length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

^(b) In particular:
– well wagons

| | | | |
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- wagons with a central recess
- wagons with an ordinary sloping diagonal permanent control desk
- ^(c) Index letter "n" shall not be marked on wagons bearing the index letter "i".

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
 - bilateral: Apertures on either side of the track, outside the rails
- (For these wagons, unloading is:
- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
 - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
 - bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods


Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

**CATEGORY LETTER: Z - TANK WAGON**

| | | |
|-----------------|--|---|
| Reference wagon | | with metal shell, for the transport of liquids or gases with 2 axles: $25t \leq tu \leq 30t$ with 3 axles: $25t \leq tu \leq 40t$ with 4 axles: $50t \leq tu \leq 60t$ with 6 axles or more: $60t \leq tu \leq 75t$ |
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | for oil products ^(a) |
| | c | with unloading under pressure ^(b) |
| | d | for food and chemical products ^(a) |
| | e | fitted with heating devices |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for the transport of gases under pressure, liquefied or dissolved under pressure ^(b) |
| | i | tank of non-metallic material |
| | j | with shock-absorbing device |
| | k | with 2 or 3 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| kk | with 2 or 3 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ | |
| n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| p | with station for brakeman ^(a) | |

^(a) Only applicable to wagons with gauge of 1520 mm.^(b) The index letter “c” shall not be marked on wagons bearing the index letter “g”.

| | | | |
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LETTER MARKING FOR WAGONS FOR ARTICULATED AND MULTIPLE WAGONS

DEFINITION OF THE CATEGORY AND INDEX LETTERS

1. Important notes

In the attached tables, the information given in meters refers to the inside length of the wagons (lu).

2. Index letters with an international value common to all categories

- q** pipe for electric heating which can be supplied by all accepted currents
- qq** pipe and installation for electric heating which can be supplied by all accepted currents
- s** wagons authorised to run at speeds up to 100 km/h
- ss** wagons authorised to run at speeds up to 120 km/h

3. Index letters with a national value

t, u, v, w, x, y, z

The value of these letters is defined by each Contracting State.

**CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON**

| Reference wagon | Articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ | |
|-----------------|--|---|
| Index letters | a | with bogies |
| | c | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | cc | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a) |
| | e | with 3 units |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| | oo | with axial bulk gravity unloading, at the bottom ^(a) |
| | p | with axial controlled gravity unloading, at the top ^(a) |
| | pp | with axial controlled gravity unloading, at the bottom ^(a) |
| | r | articulated wagon |
| rr | multiple wagon | |

^(a) Wagons with gravity unloading in category F are open wagons, which do not have a flat floor and are not designed for end or side tipping.

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails

(For these wagons, unloading is:

- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
- alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)



- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

CATEGORY LETTER: H - COVERED WAGON

| Reference wagon | Articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ | |
|-----------------|--|--|
| Index letters | a | with bogies |
| | c | with end doors |
| | cc | with end doors and fitted internally for the transport of motor cars |
| | d | with floor traps |
| | e | with 3 units |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | h | for fruits and vegetables ^(a) |
| | i | with opening or shunt walls |
| | ii | with very robust opening or shunt walls ^(b) |
| | l | with movable partitions ^(c) |
| | ll | with lockable movable partitions ^(c) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | r | articulated wagon |
| rr | multiple wagon | |

^(a) The concept “for fruits and vegetables” applies only to wagons provided with additional ventilation apertures at the floor level.

^(b) Only applicable to wagons with gauge of 1435 mm.

^(c) Movable partitions may be dismounted temporarily.

**CATEGORY LETTER: I - TEMPERATURE CONTROLLED WAGON**

| Reference wagon | | refrigerator wagon with class IN thermal insulation, with motor-driven ventilation, with gratings and ice bunker $\geq 3,5\text{m}^3$ articulated or multiple wagon with axles, with 2 units $22\text{m} \leq \text{lu} < 27\text{m}$ |
|-----------------|-------------------|--|
| Index letters | a | with bogies |
| | c | with meat hooks |
| | d | for fish |
| | e | with electric ventilation |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | with mechanical refrigeration ^(a) |
| | gg | refrigerator with liquefied gas ^(a) |
| | h | with class IR thermal insulation |
| | i | mechanically refrigerated by the machinery of an accompanying technical wagon ^(a b) |
| | ii | accompanying technical wagon ^(a b) |
| | l | insulated without ice bunkers ^(a c) |
| | m | with 2 units: $\text{lu} \geq 27\text{m}$ |
| | mm | with 2 units: $\text{lu} < 22\text{m}$ |
| | o | with ice bunkers of capacity less than $3,5\text{m}^3$ ^(c) |
| | oo | with 3 units |
| p | without gratings | |
| r | articulated wagon | |
| rr | multiple wagon | |

^(a) The index letter “l” shall not be marked on wagons bearing the index letters “g”, “gg”, “i” or “ii”.

^(b) The concept of “accompanying technical wagon” applies at the same time to factory wagons, workshop wagons (both with or without sleeping accommodation) and dormitory wagons.

^(c) The index letter “o” shall not be marked on wagons bearing the index letter “l”.

**CATEGORY LETTER: L - FLAT WAGON WITH SEPARATE AXLES**

| Reference wagon | | articulated or multiple wagon with 2 units $22m \leq lu < 27m$ |
|-----------------|------------------------------|--|
| Index letters | a | articulated wagon |
| | aa | multiple wagon |
| | b | with special fittings for securing purposes for medium-sized containers (pa) ^(a) |
| | c | with swivelling bolster ^(a) |
| | d | fitted out for the transport of motor cars, without deck ^(a) |
| | e | with decks for the transport of motor cars ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers ^(a b) |
| | h | fitted out for the transport of steel coils, eye to side ^(a c) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(a c) |
| | i | with removable cover and non-removable ends ^(a) |
| | ii | with very robust removable metallic cover ^(d) and non-removable ends ^(a) |
| | j | with shock-absorbing device |
| | l | without stanchions ^(a) |
| | m | with 2 units: $18m \leq lu < 22m$ |
| | mm | with 2 units: $lu < 18m$ |
| | o | with 3 units |
| oo | with 4 units or more | |
| p | without sides ^(a) | |
| r | with 2 units: $lu \geq 27m$ | |

^(a) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.

^(b) Wagons used solely for the transport of containers (except pa).

^(c) Wagons used solely for the transport of steel coils.

^(d) Only applicable to wagons with gauge of 1435 mm.



CATEGORY LETTER: S - FLAT BOGIE WAGON


| Reference wagon | | articulated or multiple wagon with 2 units $22m \leq lu < 27m$ |
|-----------------|------------------------------|--|
| Index letters | b | with special fittings for securing purposes for medium-sized containers (pa) ^(a) |
| | c | with swivelling bolster ^(a) |
| | d | fitted out for the transport of motor cars, without deck ^(a b) |
| | e | with decks for the transport of motor cars ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers, total loading length $\leq 60'$ (except pa) ^(a b c) |
| | gg | fitted for the transport of containers, total loading length $> 60'$ (except pa) ^(a b c) |
| | h | fitted out for the transport of steel coils, eye to side ^(a d) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(a d) |
| | hhh | fitted out for the transport of steel coils, eye longitudinal |
| | i | with removable cover and non-removable ends ^(a) |
| | ii | with very robust removable metallic cover ^(e) and non-removable ends ^(a) |
| | j | with shock-absorbing device |
| | l | without stanchions ^(a) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with 3 units |
| | oo | with 4 units or more |
| p | without sides ^(a) | |
| r | articulated wagon | |
| rr | multiple wagon | |

- (a) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “gg”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.
- (b) Wagons which in addition to the transport of containers and swap bodies are used to transport vehicles shall be marked with the index letters “g” or “gg” and the letter “d”.
- (c) Wagons used solely for the transport of containers or for transport of swap bodies for grab handling and spreader gripping.
- (d) Wagons used solely for the transport of steel coils.
- (e) Only applicable to wagons with gauge of 1435 mm.

**CATEGORY LETTER: T - WAGON WITH OPENING ROOF**

| Reference wagon | articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ | |
|-----------------|---|---|
| Index letters | a | With bogies |
| | b | with unobstructed height of doors $> 1,90m$ ^(a) |
| | c | with end doors |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a b) |
| | e | with 3 units |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | h | fitted out for the transport of steel coils, eye to side |
| | hh | fitted out for the transport of steel coils, eye to sky |
| | i | with opening walls ^(a) |
| | j | with shock-absorbing device |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a b) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a b) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with axial bulk gravity unloading, at the top ^(a b) |
| oo | with axial bulk gravity unloading, at the bottom ^(a b) | |
| p | with axial controlled gravity unloading, at the top ^(a b) | |
| pp | with axial controlled gravity unloading, at the bottom ^(a b) | |
| r | articulated wagon | |
| rr | multiple wagon | |

^(a) Index letter “b” shall not be marked on wagons bearing the index letters “d”, “dd”, “i”, “l”, “ll”, “o”, “oo”, “p” or “pp”.

| | | | |
|---|--------------------------------------|--------------------|----------------------------------|
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- (b) Wagons with gravity unloading in category T are wagons fitted with an opening roof giving access to a loading hatch over the complete length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails

(For these wagons, unloading is:

- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
- alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

**CATEGORY LETTER: U - SPECIAL WAGONS**

| Reference wagon | articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ | |
|-----------------|---|--|
| Index letters | a | With bogies |
| | e | with 3 units |
| | ee | with 4 units or more |
| | c | with unloading under pressure |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a b) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | i | fitted out for the transport objects which should exceed the gauge if they were loaded on ordinary wagons ^(b) |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| | oo | with axial bulk gravity unloading, at the bottom ^(a b) |
| | p | with axial controlled gravity unloading, at the top ^(a) |
| pp | with axial controlled gravity unloading, at the bottom ^(a) | |
| r | articulated wagon | |
| rr | multiple wagon | |


^(a) Wagons with gravity unloading in category U are closed wagons which can only be loaded through one or more loading apertures situated in at the top part of the body, and whose total opening dimensions are less than the length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

^(b) In particular:

- well wagons
- wagons with a central recess
- wagons with an ordinary sloping diagonal permanent control desk

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

| | | | |
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- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails.
(For these wagons, unloading is:
 - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
 - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods


Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

CATEGORY LETTER: Z - TANK WAGON

| | | |
|-----------------|----------------|--|
| Reference wagon | | with metal shell, for the transport of liquids or gases articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ |
| Index letters | a | With bogies |
| | c | with unloading under pressure ^(a) |
| | e | fitted with heating devices |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for the transport of gases under pressure, liquefied or dissolved under pressure ^(a) |
| | i | tank of non-metallic material |
| | j | with shock-absorbing device |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with 3 units |
| | oo | with 4 units or more |
| | r | articulated wagon |
| rr | multiple wagon | |

^(a) The index letter “c” shall not be marked on wagons bearing the index letter “g”.

| | | | |
|---|--------------------------------------|--------------------|------------------|
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~~LETTER MARKING FOR HAULED PASSENGER STOCK~~

~~Specifications for vehicle registers:
Appendix 6 Part 13 —
Letter marking for hauled passenger stock~~

20. LETTER MARKING FOR HAULED PASSENGER STOCK³³

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General [of OTIF](#). A new code may be used only after publication by ERA³⁴.

The tables in this section are copied from the document entitled “Assignment of EVN - Appendix 6 Part 13 (updated on 20/01/2014)”, as published on ERA’s website.³⁵

The Agency shall manage the codes for letter marking for hauled passenger stock and publish them on its website (www.era.europa.eu).

An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.


Serial letters with an international value:

| | |
|----------------|---|
| A | 1 st class coach with seats |
| B | 2 nd class coach with seats |
| AB | 1 st / 2 nd class coach with seats |
| WL | Sleeping-car with serial letter A, B or AB depending on the type of accommodation offered. The serial letters for sleeping-car with “special” compartments are supplemented with index-letter “S” |
| WR | Dining-car |
| R | Coach with dining-car, buffet or bar compartment (serial-letter used in addition) |
| D | Van |
| DD | Open, 2-tier car-carrier van |
| Post | Mail van |
| AS SR WG | Bar coach with dancing facilities |
| WSP | Pullman coach |
| Le | Open 2-axle 2-tier car-carrier wagon |
| Leq | Open 2-axle 2-tier car-carrier wagon fitted with train supply cable |

³³ [The equivalent EU texts are in Annex II, Appendix 6 Part 13 of the EVR Decision — Letter marking for hauled passenger stock](#)

³⁴ For EU Member States, ~~the~~ applications should be sent to ERA.

³⁵ [The document of 20.1.2014 was the latest version available on 4.4.2024.](#)

| | | | |
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| | |
|------|---|
| Laeq | Open 3-axle 2-tier car-carrier wagon fitted with train supply cable |
|------|---|

Index letters with an international value:

| | |
|---------|---|
| b h | Coach fitted out to carry disabled passengers |
| c | Compartments convertible into couchette accommodation |
| d v | Vehicle fitted to receive bicycles |
| ee z | Vehicle fitted with central power supply |
| f | Vehicle fitted with driver's cab (driving trailer) |
| p t | Centre-aisle coach with seats |
| m | Vehicle over 24,5 m in length |
| s | Centre-aisle in vans and coaches with luggage compartment |

The number of compartments is shown in the form of an index (for example: Bc9).

Serial letters and index letters with a national value

The others serial letters and index letters have a national value, defined by each Contracting State.



Organisation intergouvernementale pour les transports internationaux ferroviaires

Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr

Intergovernmental Organisation for International Carriage by Rail

TECH-25005 Annex 2


Uniform Technical Prescription

Applicable to vehicle numbers and linked alphabetical marking on the bodywork

VEHICLE MARKING

UTP Marking

Applicable from [Click here to enter a date.](#)

| | | | |
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APTU Uniform Rules (Appendix F to COTIF 1999)

Uniform Technical Prescription applicable to vehicle numbers and linked alphabetical marking on the bodywork

(UTP Marking)

This UTP has been developed in accordance with COTIF 1999, as last modified on 1 November 2023, in particular Articles 3, 4, 6, 7, 7a and 8 of the APTU Uniform Rules (Appendix F to COTIF).

For definitions, see also Article 2 of the APTU Uniform Rules and Article 2 of the ATMF Uniform Rules (Appendix G to COTIF).

Footnotes are not legal provisions. They include both explanatory information and references to other regulations.

0. EQUIVALENCE AND APPLICATION

- (1) Following their adoption by the Committee of Technical Experts, the OTIF provisions included in this UTP are declared as being equivalent to the corresponding European Union (EU) rules within the meaning of Article 13 § 4 of the APTU UR and Article 3a of the ATMF UR, in particular:
 - Sections 1 to 6 of this UTP are equivalent to Appendix H of Commission Implementing Regulation (EU) No 2019/773 of 16 May 2019, as last amended by Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023, hereinafter referred to as the OPE TSI.
 - Sections 7 to 13 are equivalent to Appendix 6 of Commission Implementing Decision (EU) 2018/1614 of 25 October 2018, hereinafter referred to as the EVR Decision.
 - The tables associated with standard numerical markings of wagons, as described in section 14, are published on the website of the European Union Agency for Railways (ERA).




- The tables and detailed information provided in sections 15 to 18 are equivalent to the documents which were published on ERA’s website at the time of adoption of this UTP.
- (2) In addition to these specifications, the following UTPs applicable to the rolling stock subsystem include optional and mandatory specifications related to external markings:
- UTP WAG sections: 4.2.2.2, 4.2.4.3.2.2, 7.1.2 and appendix C
 - UTP LOC&PAS section: 4.2.2.6.
- (3) The objectives and scope of COTIF and the EU law concerning railways are not identical and it has therefore been necessary to use different terminology for concepts that have a similar, but not identical meaning. The following table lists the terms used in this UTP and the corresponding terms used in the relevant EU law:

| This UTP | EU law |
|---------------------------------------|---|
| Uniform Technical Prescriptions (UTP) | Technical Specification of Interoperability (TSI) |
| EVN means unique vehicle number | EVN means European Vehicle Number |
| Contracting State | Member State |
| Vehicle admission | Vehicle authorisation for placing on the market |
| Competent authority | National safety authority, NSA |

Where provisions in this UTP and the EU provisions differ in substance, the respective texts are in a 2-column format. The left-hand column and the full width texts show the UTP provisions and the right-hand column shows the EU texts. Texts in the right-hand column are strictly for information only. For EU law, consult the Official Journal of the European Union.

Where differences between texts of this UTP and the EU texts are either editorial, or not substantive, or

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concern the list of terms quoted above, the EU texts are not generally reproduced. The EU texts may however be reproduced to improve clarity and readability.

This UTP applies to all vehicles used in international traffic in the scope of the ATMF UR, including vehicles that were already in operation when the ATMF UR entered into force.

1. GENERAL PROVISIONS ON THE VEHICLE NUMBER

The EVN is assigned according to the codes defined in section 7 of this document.

⁽¹⁾

The European Vehicle Number (EVN) is assigned in accordance with Appendix 6 of Annex II to Commission Implementing Decision (EU) 2018/1614.

The EVN shall be changed when it does not reflect the interoperability capability or technical characteristics in accordance with Sections 7 to 13² due to technical modifications of the vehicle. Such technical modifications may require a new vehicle admission or vehicle type admission. The keeper shall inform the Registration Entity (RE) of the Contracting State where the vehicle is registered of those changes and, if applicable, of the new admission. That 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.

The EVN may be changed at the request of the keeper through a new registration of the vehicle by a different Contracting State in the area of use and subsequent withdrawal of the old registration.

2. GENERAL ARRANGEMENTS FOR EXTERNAL MARKINGS


The capital letters and figures making up the marking inscriptions shall be at least 80 mm in height, in a sans serif font type of correspondence quality. A smaller height may only be used where there is no option but to place the marking on the sole bars.

The marking is put not higher than 2 metres above rail level.

The keeper may add, in letters of larger size than the EVN, an own number marking (consisting generally of digits of the serial number supplemented by alphabetical coding) useful in operations. The place where the own number is marked is left to the choice of the keeper; however it shall always be possible to distinguish easily the EVN from the keeper's own number marking.

¹ The vehicle marking specifications apply to the scope of application of Appendix H of the OPE TSI.

² In the EU texts, reference is made to Appendix 6 of the EVR Decision

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3. WAGONS

The marking shall be inscribed on the wagon bodywork in the following manner:

| | | |
|------------|------------|------------|
| 23. TEN | 31. TEN | 33. TEN |
| 80 D-RFC | 80 D-DB | 84 NL-ACTS |
| 7369 553-4 | 0691 235-2 | 4796 100-8 |
| Zcs | Tanoos | Slpss |

Where in the examples:

D and NL stand for the registering Contracting State as set out in section 10 of this document³.

RFC, DB and ACTS stand for the keeper marking as set out in section 8 of this document⁴.

For wagons whose bodywork does not offer a large enough area for this type of arrangement, particularly in the case of flat wagons, the marking shall be arranged as follows:

| | | |
|-------|------------|----|
| 01 87 | 3320 644-7 | |
| TEN | F-SNCF | Ks |

When one or more index letters of national significance are inscribed on a wagon, this national marking shall be shown after the international letter marking and separated from it by a hyphen as follows:

| | | |
|-------|------------|-------|
| 01 87 | 3320 644-7 | |
| TEN | F-SNCF | Ks-xy |

4. COACHES AND HAULED PASSENGER STOCK

The number shall be applied to each sidewall of the vehicle in the following manner:

| | |
|--------|-------------------------------------|
| F-SNCF | 61 87 <u>20</u> – <u>72 021</u> – 7 |
| | B ¹⁰ tu |

The marking of the country in which the vehicle is registered and of the technical characteristics are printed directly in front of, behind or under the twelve digits of the vehicle number.

In case of coaches with driver's cabin, the EVN is also written inside the cabin.

5. LOCOMOTIVES, POWER CARS AND SPECIAL VEHICLES


The EVN shall be marked on each sidewall of the tractive stock in the following manner:

92 10 1108 062-6

The EVN is also written inside each cabin of the tractive rolling stock.

³ In the EU texts, reference is made to Appendix 6, part 4 of the EVR Decision

⁴ In the EU texts, reference is made to Appendix 6, part 1 of the EVR Decision

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6. ALPHABETICAL MARKING OF THE INTEROPERABILITY CAPABILITY

The marking “TEN” may be inscribed on a vehicle⁵ only when it:

- 1) is admitted in all OTIF Contracting States⁶ in accordance with Articles 3 § 2 and 6 § 3 of the ATMF UR,
- 2) complies with the conditions set out in Article 3a § 1 of the ATMF UR.

‘TEN’: Vehicle which is provided with an authorisation valid for an area of use covering all Member States.

“PPV/PPW”: Vehicle which complies with PPV/PPW or PGW agreement (inside OSJD States). (original: PPV/PPW: ППВ (Правила пользования вагонами в международном сообщении); PGW: Правила Пользования Грузовыми Вагонами).

Vehicles which are not admitted to international operation in all Contracting States need a marking indicating the Contracting States which are part of the area of use of the vehicle.

This marking shall be according to one of the following drawings, where D stands for the Contracting State that has granted the first admission or EU authorisation (in the given example, Germany) and F stands for the second authorising Contracting State (in the given example, France). The country codes shall be in accordance with section 10 of this document.⁷

⁵ Additional marking may be affixed to wagons in accordance with the provisions set out in section 5 of Appendix C to the UTP WAG.

⁶ A Contracting State is an OTIF Member State that applies the APTU and ATMF UR.

⁷ In the EU texts, reference is made to Appendix 6, part 4 of the EVR Decision.



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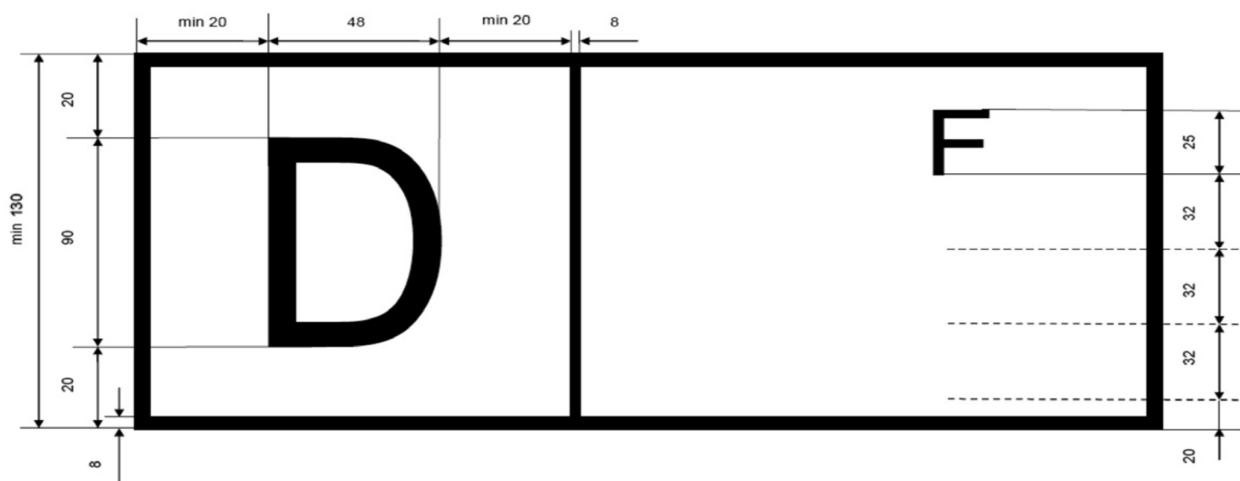
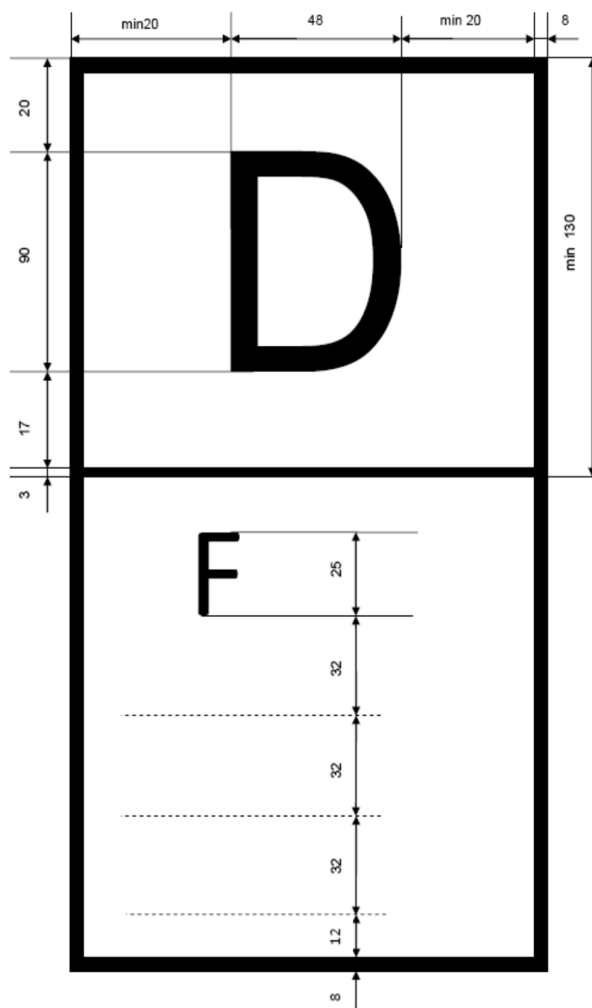
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7. VEHICLE IDENTIFICATION⁸

General remarks

This section describes the EVN 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.

EVN and linked abbreviations

Each railway vehicle shall receive an EVN consisting of 12 figures 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 section⁹ 11]</i> | 01 to 99 <i>[details in section 10]</i> | 0000 to 9999 <i>[details in section 14]</i> | 000 to 999 | 0 to 9 <i>[details in section 9]</i> |
| Hauled passenger vehicles | 50 to 59 60 to 69 70 to 79 <i>[details in section 12]</i> | | 0000 to 9999 <i>[details in section 15]</i> | 000 to 999 | |
| Tractive rolling stock and units in a trainset in fixed or pre-defined formation | 90 to 99 <i>[details in section 13]</i> | | 0000000 to 8999999 [the meaning of these figures is defined by the Contracting States, eventually by bilateral or multilateral agreement] | | |
| Special vehicles | | | 9000 to 9999 <i>[details in section 16]</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 vehicles¹⁰.


Alphabetical markings complete the number:

- abbreviation of the country in which the vehicle is registered (details in section 10 of this UTP);

⁸ The equivalent EU texts are in Annex II, Appendix 6 Part '0' – Vehicle identification of the EVR Decision

⁹ The word "section" is referred to as "part" in the corresponding EU regulation.

¹⁰ 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.

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- Vehicle Keeper Marking (details in section 8 of this UTP);
- abbreviations of the technical characteristics (details for the wagons in section 17 and for the hauled passenger vehicles in section 18 of this UTP).

8. VEHICLE KEEPER MARKING¹¹

Definition of the Vehicle Keeper Marking

A Vehicle Keeper Marking (VKM) is an alphabetic code, consisting of 2 to 5 letters¹². A VKM is inscribed on each rail vehicle, near the EVN.

The VKM shall identify the keeper as registered in
the Vehicle Register. | the EVR.

A VKM shall be unique and valid in all countries covered by this UTP and all countries that enter into an agreement that involves the application of the system of vehicle numbering and VKM as described in this UTP.

A VKM for a keeper which has its main place of business in a non-EU OTIF Contracting State shall be requested from the Secretary General of OTIF.

Format of the Vehicle Keeper Marking

The VKM shall be a representation of the full name or abbreviation of the keeper, if possible in a recognisable manner. Any of the 26 letters of the ISO 8859-1 alphabet may be used. The letters in the VKM shall be 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 shall be taken as written in capitals.

Letters may contain diacritical signs¹³. Diacritical signs used by these letters shall be 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 shall be disregarded for data-processing purposes.

Provisions about allocation of Vehicle Keeper Markings

More than one VKM may be assigned to a keeper, in case:

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


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

- 3) which belong to single corporate structure (e.g. holding structure);

¹¹ The equivalent EU texts are in Annex II, Appendix 6 Part 1 – Vehicle keeper marking of the EVR Decision

¹² For NMBS/SNCB, the use of an encircled single letter B can be continued.

¹³ Diacritical marks are “accent-signs”, such as in À, Ç, Ö, Č, 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.

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- 4) which 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;
- 5) which have mandated a separate, single legal entity for handling all issues on their behalf. In that case the legal entity shall be the keeper.

Register of Vehicle Keeper Markings and procedure for allocation

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

An applicant shall request a VKM from the competent authority of the Contracting State where the applicant has its main place of business. That competent authority shall check the application and then forward it to the

Secretary General of OTIF. | ERA.

A VKM may be used only after publication in the VKM register, kept jointly by ERA and the OTIF Secretariat and published on ERA's website.

The holder of a VKM shall inform the competent national authority when it ends the use of a VKM, and the competent national authority shall forward the information to the

Secretary General of OTIF. | ERA.

A VKM shall then be revoked once the keeper has proved that the marking has been changed on all vehicles concerned. It shall 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 shall stay 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 vehicles concerned must be marked with the new VKM within three months from the date of registration of the change of keeper in the

Vehicle Register. | EVR.

In case of inconsistency between the VKM marked on the vehicle and the data registered in the


Vehicle Register, the vehicle register-registration | EVR, the EVR-registration supersedes. shall prevail.

9. RULES FOR THE DETERMINATION OF THE CHECK-DIGIT (DIGIT 12)¹⁴

The check-digit shall be 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;

¹⁴ The equivalent EU texts are in Annex II, Appendix 6 Part 3 – Rules for the determination of the check-digit (digit 12) of the EVR Decision

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- 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 |
| | <hr/> | | | | | | | | | | |
| | 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 84 4796 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 |
| | <hr/> | | | | | | | | | | |
| | 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.

10. CODING OF THE COUNTRIES IN WHICH THE VEHICLES ARE REGISTERED (DIGITS 3-4 AND ABBREVIATION)¹⁵

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

| Countries | Alphabetical country code ^(a) | Numerical country code |
|------------|--|------------------------|
| Albania | AL | 41 |
| Algeria | DZ | 92 |
| Armenia | AM | 58 |
| Austria | A | 81 ^(f) |
| Azerbaijan | AZ | 57 |
| Belarus | BY | 21 |

¹⁵ The equivalent EU texts are in Annex II, Appendix 6 Part 4 – Coding of the countries in which the vehicles are registered (digits 3-4 and abbreviation) of the EVR Decision

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| Countries | Alphabetical country code^(a) | Numerical country code |
|--------------------|--|-------------------------------|
| Belgium | B | 88 |
| Bosnia-Herzegovina | BIH | 50 and 44 ^(b) |
| Bulgaria | BG | 52 |
| China | RC | 33 |
| Croatia | HR | 78 |
| Cuba | CU ^(a) | 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 ^(g) |
| Greece | GR | 73 |
| Hungary | H | 55 ^(e) |
| Iran | IR | 96 |
| Iraq | IRQ ^(a) | 99 |
| Ireland | IRL | 60 |
| Israel | IL | 95 |
| Italy | I | 83 ^(c) |
| Japan | J | 42 |
| Kazakhstan | KZ | 27 |
| Kyrgyzstan | KS | 59 |
| Latvia | LV | 25 |
| Lebanon | RL | 98 |
| Liechtenstein | FL | |
| Lithuania | LT | 24 |
| Luxembourg | L | 82 |
| North-Macedonia | MK | 65 |
| Malta | M | |
| Moldova | MD ^(a) | 23 |
| Monaco | MC | |
| Mongolia | MGL | 31 |
| Montenegro | MNE | 62 |
| Morocco | MA | 93 |
| Netherlands | NL | 84 |
| North Korea | PRK ^(a) | 30 |
| Norway | N | 76 |
| Poland | PL | 51 |



| Countries | Alphabetical country code^(a) | Numerical country code |
|------------------|--|-------------------------------|
| 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 ^(d) |
| Syria | SYR | 97 |
| Tajikistan | TJ | 66 |
| Tunisia | TN | 91 |
| Türkiye | TR | 75 |
| Turkmenistan | TM | 67 |
| Ukraine | UA | 22 |
| United Kingdom | GB | 70 |
| Uzbekistan | UZ | 29 |
| Vietnam | VN ^(a) | 32 |

- (a) 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.
- (b) Bosnia-Herzegovina uses 2 specific railway codes. A numerical country code 49 is reserved.
- (c) And specific code ^(*) 64 for FNME (Ferrovie Nord Milano Esercizio).
- (d) And specific code ^(*) 63 for BLS (Bern–Lötschberg–Simplon Eisenbahn) was used for vehicles authorised before 2007.
- (e) (f) And specific code ^(*) 43 for GySEV/ROeEE (Győr-Sopron- Ebenfurti Vasút Részvénytársaság/Raab-Ödenburg-Ebenfurter Eisenbahn) was used for vehicles authorised before 2007.
- (g) 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.

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11. INTEROPERABILITY CODES USED FOR WAGONS (DIGITS 1-2)¹⁶

| | 1 st digit ↓ | 2 nd digit → | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 2 nd digit ← | 1 st digit ↓ |
|---|----------------------------|----------------------------|----------------------------|-----------------------|----------|-------------------------------|----------|-------|----------|--|----------------------------|-----------------------------|----------------------------|----------------------------|
| | | Track Gauge | fixed or variable | fixed | variable | fixed | variable | fixed | variable | fixed | variable | fixed or variable | Track Gauge | |
| Wagons conform to the UTP/TSI WAG ^(a) including 7.1.2 and all conditions of Appendix C | 0 | with axles | Not to be used | Wagons ^(b) | | not to be used ^(d) | | | | | | PGW wagons (variable gauge) | with axles | 0 |
| | 1 | with bogies | | | | | | | | | | | with bogies | 1 |
| | 2 | with axles | | Wagons ^(b) | | | | | | PGW wagons (fixed gauge) | with axles | 2 | | |
| | 3 | with bogies | | | | | | | | | with bogies | 3 | | |
| Other wagons | 4 | with axles ^(c) | maintenance related wagons | Other wagons | | | | | | Wagons with special numbering for technical characteristics not placed in service inside EU or a COTIF Contracting State | with axles ^(c) | 4 | | |
| | 8 | with bogies ^(c) | | | | | | | | | with bogies ^(c) | 8 | | |
| | ↑ 1 st digit | → 2 nd digit | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | ← 2 nd digit | ↑ 1 st digit |


^(a) UTP WAG 2015 or WAG TSI Regulation (EU) No 321/2013

^(b) Including wagons, which according to previous regulations carry the digits defined in the present table

^(c) Fixed or variable gauge.

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

¹⁶ The equivalent EU texts are in Annex II, Appendix 6 Part 6 – Interoperability codes used for wagons (digits 1-2) of the EVR Decision

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12. INTERNATIONAL TRAFFIC ABILITY CODES FOR HAULED PASSENGER VEHICLES (DIGITS 1-2)¹⁷


| 1 st digit ↓ | 2 nd digit → | Domestic traffic | TEN and/or COTIF ^(a, b) and/or PPV/PPW | | | | Domestic traffic or International traffic by special agreement | TEN ^(a) and/or COTIF ^(b) | 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 ^(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 UTP/TSIs, see appendix H, part 6 of OPE TSI.

^(b) Including vehicles, which according to previous 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.

¹⁷ The equivalent EU texts are in Annex II, Appendix 6 Part 7 – International traffic ability codes for hauled passenger vehicles (digits 1-2) of the EVR Decision

| | | | |
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13. TYPES OF TRACTIVE ROLLING STOCK AND UNITS IN A TRAINSET IN FIXED OR PRE-DEFINED FORMATION (DIGITS 1-2)¹⁸

The first digit shall be “9”.

If the second digit shall describe 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 |

14. STANDARD NUMERICAL MARKING OF WAGONS (DIGITS 5 TO 8)¹⁹

Digits 5 to 8 indicate the main technical characteristics of the wagon.

The digits correlate to the letter codes of wagons, as listed in section 17 of this UTP and which are further detailed in correlation tables.


These correlation tables are published on ERA’s website (www.era.europa.eu).

The correlation tables list all possible combinations of digits 5 to 8 and correlate them to letter codes. Each letter code represents specific technical and operational features of the wagon.

The Agency shall manage the numerical marking associated to the main technical characteristics of the wagon and publish them on its website (www.era.europa.eu).

¹⁸ The equivalent EU texts are in Annex II, Appendix 6 Part 8 – Types of tractive rolling stock and units in a trainset in fixed or pre-defined formation (digits 1-2) of the EVR Decision.

¹⁹ The equivalent EU texts are in Annex II, Appendix 6 Part 9 – Standard numerical marking of wagons (digits 5 to 8) of the EVR Decision.

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The main technical characteristics of a freight wagon can be determined on the basis of its EVN, with the help of the correlation tables. For this purpose, as a first step, digits 5 to 8 of the EVN are converted to a letter code. The letter code can then be matched to the technical characteristics in section 17 of this UTP. The letter codes related to digits 5 to 8 are also usually inscribed on wagons.

A new combination of digits 5 to 8 may be required for a new wagon or wagon type.

An application for a new code shall be filed with the registration entity, which shall send it to

ERA or the Secretary General of OTIF. A new code may be used only after it has been integrated into the correlation tables and has been published by ERA²⁰.

the Agency. A new code may be used only after publication by the Agency.

15. CODES FOR THE TECHNICAL CHARACTERISTICS OF HAULED PASSENGER STOCK (DIGITS 5-6)²¹

Digits 5-8 are composed in accordance with the following two tables²²:

- Codes for the technical characteristics of hauled passenger stock (digits 5-6);
- Codes for the general characteristics of hauled passenger stock (digits 7-8).

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General of OTIF. A new code may be used after it has been published by ERA²³. This UTP should subsequently be modified accordingly.

The Agency shall manage the codes for the technical characteristics of the hauled passenger stock and publish them on its website (www.era.europa.eu).


An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.

²⁰ For EU Member States the applications should be sent to ERA.

²¹ The equivalent EU texts are in Annex II, Appendix 6 Part 10 – Codes for the technical characteristics of hauled passenger stock (digits 5-6) of the EVR Decision.

²² The tables in this section are copied from the “Part 10” document as published on ERA’s website.


²³ For EU Member States, applications should be sent to ERA.

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16. CODES FOR THE TECHNICAL CHARACTERISTICS OF HAULED PASSENGER STOCK (DIGITS 5-6)


| | 6 th digit 5 th digit | 0 | 1 | 2 | 3 | 4 |
|---|--|---|--|---|--|---|
| Reserved | 0 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Vehicles with 1 st class seats | 1 | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | ≥ 11 side-corridor compartments or equivalent open-saloon space with centre aisle | Reserved | Reserved | Two or three axles |
| Vehicles with 2 nd class seats | 2 | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | 11 side-corridor compartments or equivalent open-saloon space with centre aisle | ≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle | Three axles | Two axles |
| Vehicles with 1 st or 1 st /2 nd class seats | 3 | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | 11 side-corridor compartments or equivalent open-saloon space with centre aisle | ≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle | Reserved | Two or three axles |
| 1 st or 1 st /2 nd class couchette cars | 4 | 10 1 st /2 nd class compartments | Reserved | Reserved | Reserved | ≤ 9 1 st /2 nd class compartments |
| 2 nd class couchette cars | 5 | 10 compartments | 11 compartments | ≥ 12 compartments | Reserved | Reserved |
| Reserved | 6 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Sleeping cars | 7 | 10 compartments | 11 compartments | 12 compartments | < 10 2 nd class compartments | < 10 1 st class compartments |
| Vehicles of special design and vans | 8 | Driving trailer with seats, all classes, with or without luggage compartment, with driving cab for reversible working | Vehicles with 1 st or 1 st /2 nd class seats with luggage or mail compartment | Vehicles with 2 nd class seats with luggage or mail compartment | Reserved | Vehicles with seats, all classes with specially-fitted areas, e.g. children's play area |
| | 9 | Mail vans | Luggage vans with mail compartment | Luggage vans | Luggage vans and two or three-axle 2 nd class vehicles with seats, with luggage or mail compartment | Side-corridor luggage vans, with or without compartment under customs seal |

Note: Fractions of a compartment are not considered. The equivalent accommodation in open saloon cars with centre aisle is obtained by dividing the number of available seats by 6, 8 or 10 depending on the construction of the vehicle.

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| | 6 th digit 5 th digit | 5 | 6 | 7 | 8 | 9 |
|---|--|---|---|---|---|--|
| Reserved | 0 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Vehicles with 1 st class seats | 1 | Reserved | Double-deck coaches | ≥ 7 side-corridor compartments or equivalent open-saloon space with centre aisle | 8 side-corridor compartments or equivalent open-saloon space with centre aisle | 9 side-corridor compartments or equivalent open-saloon space with centre aisle |
| Vehicles with 2 nd class seats | 2 | Only for OSJD, double-deck coaches | Double-deck coaches | Reserved | ≥ 8 side-corridor compartments or equivalent open-saloon space with centre aisle | 9 side-corridor compartments or equivalent open-saloon space with centre aisle |
| Vehicles with 1 st or 1 st /2 nd class seats | 3 | Reserved | Double-deck coaches | Reserved | ≥ 8 side-corridor compartments or equivalent open-saloon space with centre aisle | 9 side-corridor compartments or equivalent open-saloon space with centre aisle |
| 1 st or 1 st /2 nd class couchette cars | 4 | Reserved | Reserved | Reserved | Reserved | ≤ 9 1 st class compartments |
| 2 nd class couchette cars | 5 | Reserved | Reserved | Reserved | Reserved | ≤ 9 compartments |
| Reserved | 6 | Reserved | Reserved | Reserved | Reserved | Reserved |
| Sleeping cars | 7 | > 12 compartments | < 10 compartments | Reserved | Reserved | Reserved |
| Vehicles of special design and vans | 8 | Coaches with seats and couchette cars, all classes, with bar or buffet area | Double-deck driving coach with seats, all classes, with or without luggage compartment, with driving cab for reversible working | Dining cars or coaches with bar or buffet area, with luggage compartment | Dining cars | Other special coaches (conference, disco, bar, cinema, video, ambulance coaches) |
| | 9 | Two or three-axle luggage vans with mail compartment | Other vans | Two or three-axle car-carrying wagons | Car-carrying wagons | Service vehicles |

Note: Fractions of a compartment are not considered. The equivalent accommodation in open saloon cars with centre aisle is obtained by dividing the number of available seats by 6, 8 or 10 depending on the construction of the vehicle.

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17. CODES FOR THE GENERAL CHARACTERISTICS OF HAULED PASSENGER STOCK (DIGITS 7-8)

| Energy supply Maximum speed | 8 th digit 7 th digit | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------------------------------|--|--|--------------------------------------|---|--|--|---------------------------------|---|--|--|--|
| < 120 km/h | 0 | All tensions* | Reserved | 3000 V~ + 3000 V= | 1000 V~ * | Reserved | 1500 V~ | Other tensions than 1000 V, 1500 V, 3000 V | 1500 V~ + 1500 V= | 3000 V= | Reserved |
| | 1 | All tensions* + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | 1000 V~ + Steam ¹ | Reserved | 1500 V~ + 1500 V= + Steam ¹ | 3000 V= + Steam ¹ | 3000 V= + Steam ¹ |
| | 2 | Steam ¹ | Steam ¹ | 3000 V~ + 3000 V= + Steam ¹ | Steam ¹ | 3000 V~ + 3000 V= + Steam ¹ | Steam ¹ | 3000 V~ + 3000 V= 1500 V~ + Steam ¹ | 1500 V~ + Steam ¹ | 1500 V~ + Steam ¹ | A ¹ |
| 121 to 140 km/h | 3 | All tensions | Reserved | 1000 V~ + 3000 V= | 1000 V~ * ¹ | 1000 V~ * ¹ | 1000 V~ | 1000 V~ + 1500 V~ + 1500 V= | 1500 V~ + 1500 V= | 3000 V= | 3000 V= |
| | 4 | All tensions * + Steam ¹ | All tensions + Steam ¹ | All tensions + Steam ¹ | 1000 V~ * ¹ + Steam ¹ | 1500 V~ + 1500 V= | 1000 V~ + Steam ¹ | 3000 V~ + 3000 V= | 1500 V~ + 1500 V= + Steam ¹ | 3000 V= + Steam ¹ | Reserved |
| | 5 | All tensions * + Steam ¹ | All tensions + Steam ¹ | All tensions + Steam ¹ | 1000 V~ + Steam ¹ | Reserved | 1500 V~ + Steam ¹ | Other tensions than 1000 V, 1500 V, 3000 V | 1500 V~ + 1500 V= + Steam ¹ | Reserved | Reserved |
| | 6 | Steam ¹ | Reserved | 3000 V~ + 3000 V= | Reserved | 3000 V~ + 3000 V= | Reserved | Steam ¹ | Reserved | Reserved | A ¹ |
| 141 to 160 km/h | 7 | All tensions * | All tensions | 1500 V~ ¹ + 3000 V= ¹ All tensions ² | 1000 V~ * | 1500 V~ + 1500 V= | 1000 V~ | 1500 V~ | 1500 V~ + 1500 V= | 3000 V= | 3000 V= |
| | 8 | All tensions * + Steam ¹ | All tensions + Steam ¹ | 3000 V~ + 3000 V= | Reserved | All tensions * + Steam ¹ | 1000 V~ + Steam ¹ | 3000 V~ + 3000 V= | Other tensions than 1000 V, 1500 V, 3000 V | All tensions * + Steam ¹ | A ¹ G ² |
| > 160 km/h | 9 | All tensions * ² | All tensions | All tensions + Steam ¹ | 1000 V~ + 1500 V~ | 1000 V~ | 1000 V~ | Reserved | 1500 V~ + 1500 V= | 3000 V= | A ¹ , A ² , G ² |

Notes:

¹ Only for domestic traffic vehicles

² Only for vehicles able to international traffic


All tensions Single phase alternating current 1000 V 51 to 15 Hz, single phase alternating current 1500 V 50 Hz, direct current 1500 V, direct current 3000 V. Can include single phase alternating current 3000 V 50 Hz

* For certain vehicles with 1000 V single phase alternating current, only one frequency, either 16 2/3 or 50 Hz, is permitted

A Autonomous heating, without train bus electricity supply line

G Vehicles with train bus electricity supply line for all voltages, but requiring a generator van to supply air-conditioning

Steam Steam heating only. If tensions are written, the code is also available for vehicles without steam heating.

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18. CODES FOR THE TECHNICAL CHARACTERISTICS OF SPECIAL VEHICLES (DIGITS 6-8)²⁴

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General of OTIF. A new code may be used only after publication by ERA²⁵.

The first two tables in this section are copied from the “Part 11” document as published on ERA’s website²⁶:

- Authorised speed for special vehicles (digit 6);
- Type and sub-type of special vehicle (digits 7-8).

The Agency shall manage the codes for the technical characteristics of special vehicles and publish them on its website (www.era.europa.eu).

An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.

Authorised speed for special vehicles (digit 6)

| Classification | | | Self-propelled travelling speed | | |
|---|---|--------------------|---------------------------------|------------|--------|
| | | | ≥ 100 km/h | < 100 km/h | 0 km/h |
| Can be put into a train | V ≥ 100 km/h | Self-propelled | 1 | 2 | |
| | | Non self-propelled | | | 3 |
| | V < 100 km/h and/or restrictions ^(a) | Self-propelled | | 4 | |
| | | Non self-propelled | | | 5 |
| Cannot be put into a train | | Self-propelled | | 6 | |
| | | Non self-propelled | | | 7 |
| Self-propelled rail/road vehicle than can be put into a train ^(b) | | | | 8 | |
| Self-propelled rail/road vehicle than cannot be put into a train ^(b) | | | | 9 | |
| Non self-propelled rail/road vehicle ^(b) | | | | | 0 |

^(a) By restriction is meant a special position in a train (e.g. at the rear), an obligatory protection wagon, etc.

^(b) Special conditions concerning inclusion in a train must be complied with.

²⁴ The equivalent EU texts are in Annex II, Appendix 6 Part 11 – Codes for the technical characteristics of special vehicles (digits 6-8) of the EVR Decision

²⁵ For EU Member States the applications should be sent to ERA.

²⁶ Table equivalent to the one published on ERA’s website on 4.4.2024.

**Type and sub-type of special vehicle (digits 7-8)**


| <i>7th digit</i> | <i>8th digit</i> | <i>Vehicles / machines</i> |
|---|-----------------------------|--|
| 1 Infrastructure and superstructure | 1 | Track laying and renewal train |
| | 2 | Switches and crossing laying equipment |
| | 3 | Track rehabilitation train |
| | 4 | Ballast cleaning machine |
| | 5 | Earthworks machine |
| | 6 | |
| | 7 | |
| | 8 | |
| | 9 | Rail-mounted crane (excl. re-railing) |
| | 0 | Other or general |
| 2 Track | 1 | High capacity plain track tamping machine |
| | 2 | Other plain track tamping machines |
| | 3 | Tamping machine with stabilisation |
| | 4 | Tamping machine for switches and crossings |
| | 5 | Ballast plough |
| | 6 | Stabilisation machine |
| | 7 | Grinding and welding machine |
| | 8 | Multi-purpose machine |
| | 9 | Track inspection car |
| | 0 | Other |
| 3 Overhead line | 1 | Multi-purpose machine |
| | 2 | Rolling and unrolling machine |
| | 3 | Mast installation machine |
| | 4 | Drum carrier machine |
| | 5 | Overhead line tensioning machine |
| | 6 | Machine with elevating work platform and machine with scaffold |
| | 7 | Cleaning train |
| | 8 | Greasing train |
| | 9 | Overhead line inspection car |
| | 0 | Other |
| 4 Structures | 1 | Deck laying machine |
| | 2 | Bridge inspection platform |
| | 3 | Tunnel inspection platform |
| | 4 | Gas purification machine |



| <i>7th digit</i> | <i>8th digit</i> | <i>Vehicles / machines</i> |
|--|-----------------------------|---|
| | 5 | Ventilation machine |
| | 6 | Machine with elevating work platform or with scaffold |
| | 7 | Tunnel lighting machine |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 5 Loading, unloading and various transport | 1 | Rail loading/unloading and transport machine |
| | 2 | Loading/unloading and transport machine for ballast, gravel, etc. |
| | 3 | |
| | 4 | |
| | 5 | Sleeper loading/unloading and transport machine |
| | 6 | |
| | 7 | |
| | 8 | Loading/unloading and transport machine for switchgear, etc. |
| | 9 | Loading/unloading and transport machine for other materials |
| | 0 | Other |
| 6 Measuring | 1 | Earthworks recording car |
| | 2 | Track recording car |
| | 3 | Overhead line recording car |
| | 4 | Gauge recording car |
| | 5 | Signalling recording car |
| | 6 | Telecommunications recording car |
| | 7 | |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 7 Emergency | 1 | Emergency crane |
| | 2 | Emergency haulage car |
| | 3 | Emergency tunnel train |
| | 4 | Emergency car |
| | 5 | Fire car |
| | 6 | Sanitary vehicle |
| | 7 | Equipment car |



| <i>7th digit</i> | <i>8th digit</i> | <i>Vehicles / machines</i> |
|---|-----------------------------|------------------------------|
| | 8 | |
| | 9 | |
| | 0 | Other |
| 8 Traction, transport, energy, etc. | 1 | Tractive units |
| | 2 | |
| | 3 | Transport car (excl. 59) |
| | 4 | Power car |
| | 5 | Track car / powered car |
| | 6 | |
| | 7 | Concreting car |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 9 Environment | 1 | Self-propelled snow plough |
| | 2 | Hauled snow plough |
| | 3 | Snow broom |
| | 4 | De-icing machine |
| | 5 | Weed-killing machine |
| | 6 | Rail cleaning machine |
| | 7 | |
| | 8 | |
| | 9 | |
| | 0 | Other |
| 0 Rail/road | 1 | Category 1 rail/road machine |
| | 2 | |
| | 3 | Category 2 rail/road machine |
| | 4 | |
| | 5 | Category 3 rail/road machine |
| | 6 | |
| | 7 | Category 4 rail/road machine |
| | 8 | |
| | 9 | |
| | 0 | Other |

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19. LETTER MARKING FOR WAGONS²⁷

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General of OTIF. A new code may be used only after publication by ERA²⁸.

The tables in this section are copied from the “Part 12” document as published on ERA’s website²⁹. The “Part 12” document consists of 10 tables.

Letter marking for wagons, excluding articulated and multiple wagons:

- CATEGORY LETTER: **E** - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **F** - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **G** – COVERED WAGON
- CATEGORY LETTER: **H** – COVERED WAGON
- CATEGORY LETTER: **I** – TEMPERATURE-CONTROLLED WAGON
- CATEGORY LETTER: **K** – 2-AXLE FLAT WAGON
- CATEGORY LETTER: **L** – 2-AXLE FLAT WAGON
- CATEGORY LETTER: **O** – MIXED FLAT AND OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **R** –FLAT BOGIES WAGON
- CATEGORY LETTER: **S** –FLAT BOGIES WAGON
- CATEGORY LETTER: **T** – WAGON WITH OPENING ROOF
- CATEGORY LETTER: **U** - SPECIAL WAGONS
- CATEGORY LETTER: **Z** - TANK WAGON

Letter marking for articulated and multiple wagons:

- CATEGORY LETTER: **F** - OPEN HIGH-SIDED WAGON (2 units)


The Agency shall manage the codes for letter marking for wagons (except articulated and multiple wagons) and publish them on its website (www.era.europa.eu).

An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.

²⁷ The equivalent EU texts are in Annex II, Appendix 6 Part 12 — Letter marking for wagons of the EVR Decision.

²⁸ EU Member States should send applications to ERA.

²⁹ Table equivalent to the one published on ERA’s website on 05.9.2019.

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- CATEGORY LETTER: **H** - COVERED WAGON (2 units)
- CATEGORY LETTER: **I** - TEMPERATURE CONTROLLED WAGON (2 units)
- CATEGORY LETTER: **L** - FLAT WAGON WITH SEPARATE AXLES (2 units)
- CATEGORY LETTER: **S** - FLAT BOGIE WAGON (2 units)
- CATEGORY LETTER: **T** - WAGON WITH OPENING ROOF (2 units)
- CATEGORY LETTER: **U** - SPECIAL WAGONS (2 units)
- CATEGORY LETTER: **Z** - TANK WAGON (2 units)

LETTER MARKING FOR WAGONS EXCLUDING ARTICULATED AND MULTIPLE WAGONS

DEFINITION OF THE CATEGORY AND INDEX LETTERS

1. Important notes

In the attached tables:

- the information given in meters refers to the inside length of the wagons (lu);
- the information given in tonnes (tu) corresponds to the highest load limit shown in the loading table for the wagon in question, this limit being determined in accordance with the procedures laid down.

2. Index letters with an international value common to all categories

- q** pipe for electric heating which can be supplied by all accepted currents
- qq** pipe and installation for electric heating which can be supplied by all accepted currents
- s** wagons authorised to run at speeds up to 100 km/h
- ss** wagons authorised to run at speeds up to 120 km/h

3. Index letters with a national value

t, u, v, w, x, y, z

The value of these letters is defined by each Contracting State.

**CATEGORY LETTER: E - OPEN HIGH-SIDED WAGON**

| | | |
|-----------------|--|---|
| Reference wagon | | of ordinary type, with side and end tipping, with flat floor with 2 axles: $lu \geq 7,70m$; $25t \leq tu \leq 30t$ with 4 axles: $lu \geq 12m$; $50t \leq tu \leq 60t$ with 6 axles or more: $lu \geq 12m$; $60t \leq tu \leq 75t$ |
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | c | with floor traps ^(a) |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | without side tipping |
| | ll | without floor traps ^(b) |
| | m | with 2 axles: $lu < 7,70m$ with 4 axles or more: $lu < 12m$ |
| | mm | with 4 axles or more: $lu > 12m$ ^(b) |
| | n | with 2 axles: $tu > 30t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ |
| | o | without end tipping |
| p | with station for brakeman ^(b) | |

^(a) This concept only applies to open high-sided wagons with a flat floor, and provided with a device enabling them to be used, either as ordinary wagons with a flat bottom, or for gravity unloading of certain goods by suitable positioning of the traps.


^(b) Only applicable to wagons with gauge of 1520 mm.

**CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON**

| Reference wagon | | of special type, with 2 axles: $25t \leq tu \leq 30t$ with 3 axles: $25t \leq tu \leq 40t$ with 4 axles: $50t \leq tu \leq 60t$ with 6 axles or more: $60t \leq tu \leq 75t$ |
|-----------------|---|--|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | high capacity with axles (volume $> 45m^3$) |
| | c | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | cc | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | k | with 2 or 3 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 or 3 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| | oo | with axial bulk gravity unloading, at the bottom ^(a) |
| | p | with axial controlled gravity unloading, at the top ^(a) |
| pp | with axial controlled gravity unloading, at the bottom ^(a) | |
| ppp | with station for brakeman ^(b) | |

^(a) Wagons with gravity unloading in category F are open wagons, which do not have a flat floor and have no tipping facility either at the end or the side.

^(b) Only applicable to wagons with gauge of 1520 mm.

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The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails

(For these wagons, unloading is:

- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
- alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

**CATEGORY LETTER: G – COVERED WAGON**

| Reference wagon | | of ordinary type, with at least 8 ventilation apertures with 2 axles: $9m \leq lu < 12m$; $25t \leq tu \leq 30t$ with 4 axles: $15m \leq lu < 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $15m \leq lu < 18m$; $60t \leq tu \leq 75t$ |
|-----------------|----|---|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | high capacity: - with 2 axles: $lu \geq 12m$ and payload capacity $\geq 70m^3$ - with 4 axles or more: $lu \geq 18m$ |
| | bb | with 4 axles or more: $lu > 18m$ ^(a) |
| | g | for grain |
| | h | for fruits and vegetables ^(b) |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with less than 8 ventilation apertures |
| | ll | with enlarged doors apertures ^(a) |
| | m | with 2 axles: $lu < 9m$ with 4 axles or more: $lu < 15m$ |
| | n | with 2 axles: $tu > 30t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ |
| | o | with 2 axles: $lu < 12m$ and payload capacity $\geq 70m^3$ |
| | p | with station for brakeman ^(a) |

^(a) Only applicable to wagons with gauge of 1520 mm.

^(b) The concept “for fruits and vegetables” applies only to wagons provided with additional ventilation apertures at the floor level.



CATEGORY LETTER: H – COVERED WAGON

| Reference wagon | | of special type, with 2 axles: $9m \leq lu < 12m$; $25t \leq tu \leq 28t$ with 4 axles: $15m \leq lu < 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $15m \leq lu < 18m$; $60t \leq tu \leq 75t$ |
|-----------------|---|---|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | with 2 axles: $12m \leq lu \leq 14m$ and payload capacity $\geq 70m^3$ ^(a) with 4 axles or more: $18m \leq lu \leq 22m$ |
| | bb | with 2 axles: $lu \geq 14m$ with 4 axles or more: $lu \geq 22m$ |
| | c | with end doors |
| | cc | with end doors and fitted internally for the transport of motor cars |
| | d | with floor traps |
| | dd | with tipping body ^(b) |
| | e | with 2 floors |
| | ee | with 3 floors or more |
| | f | suitable for traffic with Great Britain ^(a) |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) ^(a) |
| | g | for grain |
| | gg | for cement ^(b) |
| | h | for fruits and vegetables ^(c) |
| | hh | for mineral fertilizer ^(b) |
| | i | with opening or shunt walls |
| | ii | with very robust opening or shunt walls ^(d) |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ | |
| l | with movable partitions ^(e) | |
| ll | with lockable movable partitions ^(e) | |
| m | with 2 axles: $lu < 9m$ with 4 axles or more: $lu < 15m$ | |
| mm | with 4 axles or more: $lu > 18m$ ^(b) | |
| n | with 2 axles: $tu > 28t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| o | with 2 axles: $12m < lu < 14m$ and payload capacity $\geq 70m^3$ | |
| p | with station for brakeman ^(b) | |

(a) 2-axle wagons bearing the index letters “f”, “fff” can have a payload capacity less than $70 m^3$.

(b) Only applicable to wagons with gauge of 1520 mm.

(c) The concept “for fruits and vegetables” applies only to wagons provided with additional ventilation apertures at the floor level.

(d) Only applicable to wagons with gauge of 1435 mm.

(e) Movable partitions may be dismantled temporarily.



CATEGORY LETTER: I – TEMPERATURE-CONTROLLED WAGON

| | | |
|-----------------|--|--|
| Reference wagon | | refrigerator wagon, with class IN thermal insulation, with motor-driven ventilation, with gratings and ice bunker $\geq 3,5\text{m}^3$ with 2 axles: $19\text{m}^2 \leq \text{floor area} < 22\text{m}^2$; $15\text{t} \leq \text{tu} \leq 25\text{t}$ with 4 axles: floor area $\geq 39\text{m}^2$; $30\text{t} \leq \text{tu} \leq 40\text{t}$ |
| Index letters | a | with 4 axles |
| | b | with 2 axles and large floor area: $22\text{m}^2 \leq \text{floor area} \leq 27\text{m}^2$ |
| | bb | with 2 axles and very large floor area: floor area $> 27\text{m}^2$ |
| | c | with meat hooks |
| | d | for fish |
| | e | with electric ventilation |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | with mechanical refrigeration ^(a b) |
| | gg | refrigerator with liquefied gas ^(a) |
| | h | with class IR thermal insulation |
| | i | mechanically refrigerated by the machinery of an accompanying technical wagon ^(a b c) |
| | ii | accompanying technical wagon ^(a c) |
| | k | with 2 axles: $\text{tu} > 15\text{t}$ with 4 axles: $\text{tu} < 30\text{t}$ |
| | l | insulated without ice bunkers ^(a d) |
| m | with 2 axles: floor area $< 19\text{m}^2$ with 4 axles: floor area $< 39\text{m}^2$ | |
| mm | with 4 axles: floor area $\geq 39\text{m}^2$ ^(e) | |
| n | with 2 axles: $\text{tu} > 25\text{t}$ with 4 axles: $\text{tu} > 40\text{t}$ | |
| o | with ice bunkers of capacity less than $3,5\text{m}^3$ ^(d) | |
| p | without gratings | |

(a) The index letter “i” shall not be marked on wagons bearing the index letters “g”, “gg”, “i” or “ii”.

(b) Wagons bearing both the index letters “g” and “i” can be used individually or in a mechanically refrigerated raft.

(c) The concept of “accompanying technical wagon” applies at the same time to factory wagons, workshop wagons (both with or without sleeping accommodation) and dormitory wagons.

(d) The index letter “o” shall not be marked on wagons bearing the index letter “l”.

(e) Only applicable to wagons with gauge of 1520 mm.

Note: The floor area of covered refrigerator wagons is always determined taking into account the use of ice bunkers.

**CATEGORY LETTER: K – 2-AXLE FLAT WAGON**

| Reference wagon | | of ordinary type, with drop sides and short stanchions $lu \geq 12m$; $25t \leq tu \leq 30t$ |
|-----------------|----|---|
| Index letters | b | with long stanchions |
| | g | fitted for the transport of containers ^(a) |
| | i | with removable cover and non-removable ends ^(b) |
| | j | with shock-absorbing device |
| | k | $tu < 20t$ |
| | kk | $20t \leq tu < 25t$ |
| | l | without stanchions |
| | m | $9m \leq lu < 12m$ |
| | mm | $lu < 9m$ |
| | n | $tu > 30t$ |
| | o | with non-removable sides |
| | p | without sides ^(b) |
| | pp | with removable sides |

^(a) Index letter “g” may be used together with category letter K exclusively for ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category L.

^(b) The index letter “p” shall not be marked on wagons bearing index letter “i”.

**CATEGORY LETTER: L – 2-AXLE FLAT WAGON**

| Reference wagon | | of special type, $lu \geq 12m; 25t \leq tu \leq 30t$ |
|-----------------|------------------------------|--|
| Index letters | b | with special fittings for securing purposes for medium-sized containers (pa) ^(a) |
| | c | with swivelling bolster ^(a) |
| | d | fitted out for the transport of motor cars, without deck ^(a) |
| | e | with decks for the transport of motor cars ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers (except pa) ^(a b) |
| | h | fitted out for the transport of steel coils, eye to side ^(a c) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(a c) |
| | i | with removable cover and non-removable ends ^(a) |
| | ii | With very robust removable metallic cover ^(d) and non-removable ends ^(a) |
| | j | with shock-absorbing device |
| | k | $tu < 20t$ |
| | kk | $20t \leq tu < 25t$ |
| | l | without stanchions ^(a) |
| | m | $9m \leq lu < 12m$ |
| | mm | $lu < 9m$ |
| n | $tu > 30t$ | |
| p | without sides ^(b) | |

^(a) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.

^(b) Wagons used solely for the transport of containers (except pa).

^(c) Wagons used solely for the transport of steel coils.

^(d) Only applicable to wagons with gauge of 1435 mm.

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CATEGORY LETTER: O – MIXED FLAT AND OPEN HIGH-SIDED WAGON

| | | |
|-----------------|-----|--|
| Reference wagon | | of ordinary type, with 2 or 3 axles; with drop sides or ends and stanchions with 2 axles: $lu \geq 12m$; $25t \leq tu \leq 30t$ with 3 axles: $lu \geq 12m$; $25t \leq tu \leq 40t$ |
| Index letters | a | with 3 axles |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | k | $tu < 20t$ |
| | kk | $20t \leq tu < 25t$ |
| | l | without stanchions |
| | m | $9m \leq lu < 12m$ |
| | mm | $lu < 9m$ |
| | n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ |

**CATEGORY LETTER: R – FLAT BOGIES WAGON**

| Reference wagon | of ordinary type, with drop ends and stanchions $18\text{m} \leq \text{lu} < 22\text{m}$; $50\text{t} \leq \text{tu} \leq 60\text{t}$ | |
|-----------------|---|---|
| Index letters | b | $\text{lu} \geq 12\text{m}$ |
| | e | with drop sides |
| | g | fitted for the transport of containers ^(a) |
| | h | fitted out for the transport of steel coils, eye to side ^(b) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(b) |
| | i | with removable cover and non-removable ends ^(c) |
| | j | with shock-absorbing device |
| | k | $\text{tu} < 40\text{t}$ |
| | kk | $40\text{t} \leq \text{tu} < 50\text{t}$ |
| | l | without stanchions |
| | m | $15\text{m} \leq \text{lu} < 18\text{m}$ |
| | mm | $\text{lu} < 15\text{m}$ |
| | n | $\text{tu} > 60\text{t}$ |
| | o | with non-removable ends less than 2 m in height |
| | oo | with non-removable ends, 2 m or more in height ^(c) |
| | p | without drop ends ^(c) |
| pp | with removable sides | |

^(a) The use of the index letter “g” associated with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category S.

^(b) The use of the index letter “h” or “hh” together with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of steel coils. Wagons fitted out solely for the transport of containers must be classified in category S.

^(c) The index letters “oo” and/or “p” shall not be marked on wagons bearing index letter “i”.

**CATEGORY LETTER: S –FLAT BOGIES WAGON**

| Reference wagon | | of special type, with 4 axles: $lu \geq 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $lu \geq 22m$; $60t \leq tu \leq 75t$ |
|-----------------|--|--|
| Index letters | a | with 6 axles (2 bogies of 3 axles) |
| | aa | with 8 axles or more |
| | aaa | with 4 axles (2 bogies of 2 axles) ^(a) |
| | b | with special fittings for securing purposes for medium-sized containers (pa) ^(b) |
| | c | with swivelling bolster ^(b) |
| | d | fitted out for the transport of motor cars, without deck ^(b c) |
| | e | with decks for the transport of motor cars ^(b) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers, total loading length $\leq 60'$ (except pa) ^(b c d) |
| | gg | fitted for the transport of containers, total loading length $> 60'$ (except pa) ^(b c d) |
| | h | fitted out for the transport of steel coils, eye to side ^(b e) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(b e) |
| | hhh | fitted out for the transport of steel coils, eye longitudinal |
| | i | with removable cover and non-removable ends ^(b) |
| | ii | With very robust removable metallic cover ^(f) and non-removable ends ^(b) |
| | j | with shock-absorbing device |
| | k | with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| l | without stanchions ^(b) | |
| m | with 4 axles: $15m \leq lu < 18m$ with 6 axles or more: $18m \leq lu < 22m$ | |
| mm | with 4 axles: $lu < 15m$ with 6 axles or more: $lu < 18m$ | |
| mmm | with 4 axles: $lu \geq 22m$ ^(a) | |
| n | with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| p | without sides ^(b) | |

^(a) Only applicable to wagons with gauge of 1520 mm.

^(b) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “gg”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.

^(c) Wagons which in addition to the transport of containers and swap bodies are used to transport vehicles shall be marked with the index letters “g” or “gg” and the letter “d”.


^(d) Wagons used solely for the transport of containers or for transport of swap bodies for grab handling and spreader gripping.

^(e) Wagons used solely for the transport of steel coils.

^(f) Only applicable to wagons with gauge of 1435 mm.

**CATEGORY LETTER: T – WAGON WITH OPENING ROOF**

| Reference wagon | | with 2 axles: $9m \leq lu < 12m$; $25t \leq tu \leq 30t$ with 4 axles: $15m \leq lu < 18m$; $50t \leq tu \leq 60t$ with 6 axles or more: $15m \leq lu < 18m$; $60t \leq tu \leq 75t$ |
|-----------------|--|---|
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | high capacity: with 2 axles: $lu \geq 12m$ with 4 axles or more: $lu \geq 18m$ ^(a b) |
| | c | with end doors |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a b c) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a b c) |
| | e | with unobstructed height of the doors $> 1,90m$ ^(a b c) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | h | fitted out for the transport of steel coils, eye to side |
| | hh | fitted out for the transport of steel coils, eye to sky |
| | i | with opening walls ^(a) |
| | j | with shock-absorbing device |
| | k | with 2 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a b c) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a b c) |
| | m | with 2 axles: $lu < 9m$ with 4 axles or more: $lu < 15m$ ^(b) |
| n | with 2 axles: $tu > 30t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| o | with axial bulk gravity unloading, at the top ^(a b c) | |
| oo | with axial bulk gravity unloading, at the bottom ^(a b c) | |
| p | with axial controlled gravity unloading, at the top ^(a b c) | |
| pp | with axial controlled gravity unloading, at the bottom ^(a b c) | |

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- (a) Index letter “e”:
- is optional on wagons bearing the index letter “b” (but numerical codes must always correspond to letter markings on wagons),
 - shall not be marked on wagons bearing the index letters “d”, “dd”, “i”, “l”, “ll”, “o”, “oo”, “p” or “pp”.
- (b) Index letter “b” and “m” shall not be marked on wagons bearing the index letters “d”, “dd”, “l”, “ll”, “o”, “oo”, “p” or “pp”.
- (c) Wagons with gravity unloading in category T are wagons fitted with an opening roof giving access to a loading hatch over the complete length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
 - bilateral: Apertures on either side of the track, outside the rails
- (For these wagons, unloading is:
- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
 - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
 - bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped




CATEGORY LETTER: U - SPECIAL WAGONS

| | | |
|-----------------|--|---|
| Reference wagon | other than those in categories F, H, L, S or Z with 2 axles: $25t \leq tu \leq 30t$ with 3 axles: $25t \leq tu \leq 40t$ with 4 axles: $50t \leq tu \leq 60t$ with 6 axles or more: $60t \leq tu \leq 75t$ | |
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | c | with unloading under pressure |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | i | fitted out for the transport objects which should exceed the gauge if they were loaded on ordinary wagons ^(b c) |
| | k | with 2 or 3 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 or 3 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ ^(c) |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| oo | with axial bulk gravity unloading, at the bottom ^(a) | |
| p | with axial bulk gravity unloading, at the top ^(a) | |
| pp | with axial bulk gravity unloading, at the bottom ^(a) | |

^(a) Wagons with gravity unloading in category U are closed wagons which can only be loaded through one or more loading apertures situated in at the top part of the body, and whose total opening dimensions are less than the length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

^(b) In particular:

- well wagons

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- wagons with a central recess
 - wagons with an ordinary sloping diagonal permanent control desk
- ^(c) Index letter "n" shall not be marked on wagons bearing the index letter "i".

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails

(For these wagons, unloading is:

- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
- alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods


Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

**CATEGORY LETTER: Z - TANK WAGON**

| | | |
|-----------------|--|---|
| Reference wagon | | with metal shell, for the transport of liquids or gases with 2 axles: $25t \leq tu \leq 30t$ with 3 axles: $25t \leq tu \leq 40t$ with 4 axles: $50t \leq tu \leq 60t$ with 6 axles or more: $60t \leq tu \leq 75t$ |
| Index letters | a | with 4 axles |
| | aa | with 6 axles or more |
| | b | for oil products ^(a) |
| | c | with unloading under pressure ^(b) |
| | d | for food and chemical products ^(a) |
| | e | fitted with heating devices |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for the transport of gases under pressure, liquefied or dissolved under pressure ^(b) |
| | i | tank of non-metallic material |
| | j | with shock-absorbing device |
| | k | with 2 or 3 axles: $tu < 20t$ with 4 axles: $tu < 40t$ with 6 axles or more: $tu < 50t$ |
| | kk | with 2 or 3 axles: $20t \leq tu < 25t$ with 4 axles: $40t \leq tu < 50t$ with 6 axles or more: $50t \leq tu < 60t$ |
| n | with 2 axles: $tu > 30t$ with 3 axles: $tu > 40t$ with 4 axles: $tu > 60t$ with 6 axles or more: $tu > 75t$ | |
| p | with station for brakeman ^(a) | |

^(a) Only applicable to wagons with gauge of 1520 mm.^(b) The index letter “c” shall not be marked on wagons bearing the index letter “g”.

| | | | |
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LETTER MARKING FOR WAGONS FOR ARTICULATED AND MULTIPLE WAGONS

DEFINITION OF THE CATEGORY AND INDEX LETTERS

1. Important notes

In the attached tables, the information given in meters refers to the inside length of the wagons (lu).

2. Index letters with an international value common to all categories

- q** pipe for electric heating which can be supplied by all accepted currents
- qq** pipe and installation for electric heating which can be supplied by all accepted currents
- s** wagons authorised to run at speeds up to 100 km/h
- ss** wagons authorised to run at speeds up to 120 km/h

3. Index letters with a national value

t, u, v, w, x, y, z

The value of these letters is defined by each Contracting State.

**CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON**


| Reference wagon | Articulated or multiple wagon with axles, with 2 units $22\text{m} \leq l_u < 27\text{m}$ | |
|-----------------|---|---|
| Index letters | a | with bogies |
| | c | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | cc | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a) |
| | e | with 3 units |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | m | with 2 units: $l_u \geq 27\text{m}$ |
| | mm | with 2 units: $l_u < 22\text{m}$ |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| | oo | with axial bulk gravity unloading, at the bottom ^(a) |
| | p | with axial controlled gravity unloading, at the top ^(a) |
| | pp | with axial controlled gravity unloading, at the bottom ^(a) |
| | r | articulated wagon |
| rr | multiple wagon | |

^(a) Wagons with gravity unloading in category F are open wagons, which do not have a flat floor and are not designed for end or side tipping.

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails
 - (For these wagons, unloading is:
 - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
 - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods

| | | | |
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- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

CATEGORY LETTER: H - COVERED WAGON

| Reference wagon | Articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ | |
|-----------------|--|--|
| Index letters | a | with bogies |
| | c | with end doors |
| | cc | with end doors and fitted internally for the transport of motor cars |
| | d | with floor traps |
| | e | with 3 units |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | h | for fruits and vegetables ^(a) |
| | i | with opening or shunt walls |
| | ii | with very robust opening or shunt walls ^(b) |
| | l | with movable partitions ^(c) |
| | ll | with lockable movable partitions ^(c) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | r | articulated wagon |
| rr | multiple wagon | |

^(a) The concept “for fruits and vegetables” applies only to wagons provided with additional ventilation apertures at the floor level.

^(b) Only applicable to wagons with gauge of 1435 mm.

^(c) Movable partitions may be dismantled temporarily.

**CATEGORY LETTER: I - TEMPERATURE CONTROLLED WAGON**

| | | |
|-----------------|-------------------|--|
| Reference wagon | | refrigerator wagon with class IN thermal insulation, with motor-driven ventilation, with gratings and ice bunker $\geq 3,5\text{m}^3$ articulated or multiple wagon with axles, with 2 units $22\text{m} \leq \text{lu} < 27\text{m}$ |
| Index letters | a | with bogies |
| | c | with meat hooks |
| | d | for fish |
| | e | with electric ventilation |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | with mechanical refrigeration ^(a) |
| | gg | refrigerator with liquefied gas ^(a) |
| | h | with class IR thermal insulation |
| | i | mechanically refrigerated by the machinery of an accompanying technical wagon ^(a b) |
| | ii | accompanying technical wagon ^(a b) |
| | l | insulated without ice bunkers ^(a c) |
| | m | with 2 units: $\text{lu} \geq 27\text{m}$ |
| | mm | with 2 units: $\text{lu} < 22\text{m}$ |
| | o | with ice bunkers of capacity less than $3,5\text{m}^3$ ^(c) |
| oo | with 3 units | |
| p | without gratings | |
| r | articulated wagon | |
| rr | multiple wagon | |

^(a) The index letter “l” shall not be marked on wagons bearing the index letters “g”, “gg”, “i” or “ii”.

^(b) The concept of “accompanying technical wagon” applies at the same time to factory wagons, workshop wagons (both with or without sleeping accommodation) and dormitory wagons.

^(c) The index letter “o” shall not be marked on wagons bearing the index letter “l”.

**CATEGORY LETTER: L - FLAT WAGON WITH SEPARATE AXLES**

| Reference wagon | | articulated or multiple wagon with 2 units $22m \leq lu < 27m$ |
|-----------------|------------------------------|--|
| Index letters | a | articulated wagon |
| | aa | multiple wagon |
| | b | with special fittings for securing purposes for medium-sized containers (pa) ^(a) |
| | c | with swivelling bolster ^(a) |
| | d | fitted out for the transport of motor cars, without deck ^(a) |
| | e | with decks for the transport of motor cars ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers ^(a b) |
| | h | fitted out for the transport of steel coils, eye to side ^(a c) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(a c) |
| | i | with removable cover and non-removable ends ^(a) |
| | ii | with very robust removable metallic cover ^(d) and non-removable ends ^(a) |
| | j | with shock-absorbing device |
| | l | without stanchions ^(a) |
| | m | with 2 units: $18m \leq lu < 22m$ |
| | mm | with 2 units: $lu < 18m$ |
| | o | with 3 units |
| oo | with 4 units or more | |
| p | without sides ^(a) | |
| r | with 2 units: $lu \geq 27m$ | |

^(a) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.

^(b) Wagons used solely for the transport of containers (except pa).

^(c) Wagons used solely for the transport of steel coils.

^(d) Only applicable to wagons with gauge of 1435 mm.

**CATEGORY LETTER: S - FLAT BOGIE WAGON**

| Reference wagon | | articulated or multiple wagon with 2 units $22\text{m} \leq \text{lu} < 27\text{m}$ |
|-----------------|------------------------------|--|
| Index letters | b | with special fittings for securing purposes for medium-sized containers (pa) ^(a) |
| | c | with swivelling bolster ^(a) |
| | d | fitted out for the transport of motor cars, without deck ^(a b) |
| | e | with decks for the transport of motor cars ^(a) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | fitted for the transport of containers, total loading length $\leq 60'$ (except pa) ^(a b c) |
| | gg | fitted for the transport of containers, total loading length $> 60'$ (except pa) ^(a b c) |
| | h | fitted out for the transport of steel coils, eye to side ^(a d) |
| | hh | fitted out for the transport of steel coils, eye to sky ^(a d) |
| | hhh | fitted out for the transport of steel coils, eye longitudinal |
| | i | with removable cover and non-removable ends ^(a) |
| | ii | with very robust removable metallic cover ^(e) and non-removable ends ^(a) |
| | j | with shock-absorbing device |
| | l | without stanchions ^(a) |
| | m | with 2 units: $\text{lu} \geq 27\text{m}$ |
| | mm | with 2 units: $\text{lu} < 22\text{m}$ |
| | o | with 3 units |
| | oo | with 4 units or more |
| p | without sides ^(a) | |
| r | articulated wagon | |
| rr | multiple wagon | |

^(a) The inscription of the index letters “l” or “p” is optional for wagons bearing the index letters “b”, “c”, “d”, “e”, “g”, “gg”, “h”, “hh”, “i” or “ii”. But numerical codes must always correspond to letter markings on wagons.

^(b) Wagons which in addition to the transport of containers and swap bodies are used to transport vehicles shall be marked with the index letters “g” or “gg” and the letter “d”.

^(c) Wagons used solely for the transport of containers or for transport of swap bodies for grab handling and spreader gripping.


^(d) Wagons used solely for the transport of steel coils.

^(e) Only applicable to wagons with gauge of 1435 mm.

**CATEGORY LETTER: T - WAGON WITH OPENING ROOF**

| Reference wagon | articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ | |
|-----------------|---|---|
| Index letters | a | With bogies |
| | b | with unobstructed height of doors $> 1,90m$ ^(a) |
| | c | with end doors |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a b) |
| | e | with 3 units |
| | ee | with 4 units or more |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | h | fitted out for the transport of steel coils, eye to side |
| | hh | fitted out for the transport of steel coils, eye to sky |
| | i | with opening walls ^(a) |
| | j | with shock-absorbing device |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a b) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a b) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with axial bulk gravity unloading, at the top ^(a b) |
| oo | with axial bulk gravity unloading, at the bottom ^(a b) | |
| p | with axial controlled gravity unloading, at the top ^(a b) | |
| pp | with axial controlled gravity unloading, at the bottom ^(a b) | |
| r | articulated wagon | |
| rr | multiple wagon | |

^(a) Index letter “b” shall not be marked on wagons bearing the index letters “d”, “dd”, “i”, “l”, “ll”, “o”, “oo”, “p” or “pp”.

| | | | |
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- (b) Wagons with gravity unloading in category T are wagons fitted with an opening roof giving access to a loading hatch over the complete length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails
 - (For these wagons, unloading is:
 - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
 - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

**CATEGORY LETTER: U - SPECIAL WAGONS**

| Reference wagon | articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ | |
|-----------------|---|--|
| Index letters | a | With bogies |
| | e | with 3 units |
| | ee | with 4 units or more |
| | c | with unloading under pressure |
| | d | with controlled gravity unloading, on both sides, alternately, at the top ^(a) |
| | dd | with controlled gravity unloading, on both sides, alternately, at the bottom ^(a b) |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for grain |
| | i | fitted out for the transport objects which should exceed the gauge if they were loaded on ordinary wagons ^(b) |
| | l | with bulk gravity unloading, on both sides, simultaneously, at the top ^(a) |
| | ll | with bulk gravity unloading, on both sides, simultaneously, at the bottom ^(a) |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with axial bulk gravity unloading, at the top ^(a) |
| | oo | with axial bulk gravity unloading, at the bottom ^(a b) |
| | p | with axial controlled gravity unloading, at the top ^(a) |
| pp | with axial controlled gravity unloading, at the bottom ^(a) | |
| r | articulated wagon | |
| rr | multiple wagon | |


^(a) Wagons with gravity unloading in category U are closed wagons which can only be loaded through one or more loading apertures situated in at the top part of the body, and whose total opening dimensions are less than the length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

^(b) In particular:

- well wagons
- wagons with a central recess
- wagons with an ordinary sloping diagonal permanent control desk

The method of unloading these wagons is defined by a combination of the following characteristics:

Arrangement of the unloading apertures:

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- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails.
 - (For these wagons, unloading is:
 - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
 - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods


Rate of unloading:

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

CATEGORY LETTER: Z - TANK WAGON

| | | |
|-----------------|----------------|--|
| Reference wagon | | with metal shell, for the transport of liquids or gases articulated or multiple wagon with axles, with 2 units $22m \leq lu < 27m$ |
| Index letters | a | With bogies |
| | c | with unloading under pressure ^(a) |
| | e | fitted with heating devices |
| | f | suitable for traffic with Great Britain |
| | ff | suitable for traffic with Great Britain (by tunnel exclusively) |
| | fff | suitable for traffic with Great Britain (by train-ferry exclusively) |
| | g | for the transport of gases under pressure, liquefied or dissolved under pressure ^(a) |
| | i | tank of non-metallic material |
| | j | with shock-absorbing device |
| | m | with 2 units: $lu \geq 27m$ |
| | mm | with 2 units: $lu < 22m$ |
| | o | with 3 units |
| | oo | with 4 units or more |
| | r | articulated wagon |
| rr | multiple wagon | |

^(a) The index letter “c” shall not be marked on wagons bearing the index letter “g”.

| | | | |
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20. LETTER MARKING FOR HAULED PASSENGER STOCK³⁰

An application for a new code shall be filed with the registration entity, which shall send it to ERA or the Secretary General of OTIF. A new code may be used only after publication by ERA³¹.

The tables in this section are copied from the document entitled “Assignment of EVN - Appendix 6 Part 13 (updated on 20/01/2014)”, as published on ERA’s website³².

The Agency shall manage the codes for letter marking for hauled passenger stock and publish them on its website (www.era.europa.eu).

An application for a new code shall be filed with the registration entity, which shall send it to the Agency. A new code may be used only after publication by the Agency.


Serial letters with an international value:

| | |
|----------------|---|
| A | 1 st class coach with seats |
| B | 2 nd class coach with seats |
| AB | 1 st / 2 nd class coach with seats |
| WL | Sleeping-car with serial letter A, B or AB depending on the type of accommodation offered. The serial letters for sleeping-car with “special” compartments are supplemented with index-letter “S” |
| WR | Dining-car |
| R | Coach with dining-car, buffet or bar compartment (serial-letter used in addition) |
| D | Van |
| DD | Open, 2-tier car-carrier van |
| Post | Mail van |
| AS SR WG | Bar coach with dancing facilities |
| WSP | Pullman coach |
| Le | Open 2-axle 2-tier car-carrier wagon |
| Leq | Open 2-axle 2-tier car-carrier wagon fitted with train supply cable |
| Laeq | Open 3-axle 2-tier car-carrier wagon fitted with train supply cable |

³⁰ The equivalent EU texts are in Annex II, Appendix 6 Part 13 of the EVR Decision — Letter marking for hauled passenger stock.

³¹ For EU Member States, applications should be sent to ERA.

³² The document of 20.1.2014 was the latest version available on 4.4.2024.

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Index letters with an international value:

| | |
|---------|---|
| b h | Coach fitted out to carry disabled passengers |
| c | Compartments convertible into couchette accommodation |
| d v | Vehicle fitted to receive bicycles |
| ee z | Vehicle fitted with central power supply |
| f | Vehicle fitted with driver's cab (driving trailer) |
| p t | Centre-aisle coach with seats |
| m | Vehicle over 24,5 m in length |
| s | Centre-aisle in vans and coaches with luggage compartment |

The number of compartments is shown in the form of an index (for example: Bc9).

Serial letters and index letters with a national value

The others serial letters and index letters have a national value, defined by each Contracting State.