



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

Committee of Technical Experts

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18TH SESSION

Proposal for the adoption of Annex C to the ATMF Uniform Rules

Uniform format of certificates

I. SUBJECT AND LEGAL BASIS

1. Article 20 § 1, letter e) of COTIF assigns the Committee of Technical Experts the competence to deal with matters assigned to it in accordance with Appendix G to COTIF (the ATMF Uniform Rules).
2. Article 12 of the ATMF UR assigns the Committee of Technical Experts the competence to prescribe the format of the Design Type Certificate and of the Certificate of Operation.
3. Article 21 of the ATMF UR assigns the Committee of Technical Experts the competence to adopt Annexes to the ATMF UR.
4. Proposals for the adoption of an Annex to the ATMF UR may be made by the Secretary General in accordance with the competence provided for in Article 21 § 4 of COTIF, or by Contracting States or entities in accordance with the competence provided for in Article 21 § 2 of the ATMF UR. This proposal is submitted by the Secretary General and was prepared in coordination with the Committee of Technical Experts' standing working group WG Tech.
5. This proposal concerns the adoption of a new Annex C to the ATMF UR concerning the uniform format of technical certificates in the meaning of Article 11 of the ATMF UR. Provisions adopted by the Committee of Technical Experts at its 5th session (23-24 May 2012) with reference A 93-01/2.2012, which entered into force on 1 December 2012¹, currently define the uniform format of certificates. This act will be repealed when Annex C to the ATMF UR enters into force.

II. SUBSTANCE OF THE PROPOSAL

6. The aim of this proposal is to define the structure and content of the certificates and the procedures for their issuance, updating, withdrawal, suspension, as well as the procedures concerning access to them. The proposal aims to ensure the consistency and compatibility of information across Contracting States and its compatibility with vehicle and vehicle type registers established under OTIF or EU rules.
7. In the proposal, the content and structure of the certificates are aligned with OTIF's specifications for vehicle registers. The annexes to the certificate are structured according to the data required in the European Register of Authorised Types of Vehicles (ERATV). This data structure is also aligned with the Uniform Technical Prescriptions concerning train composition and route compatibility checks (UTP TCRC), thus facilitating accurate and consistent application of the UTP TCRC.
8. In addition to defining certificate templates, the rules set out provisions on:
 - How authentication must be carried out for both paper and digital certificates;
 - Who has the right to access certificates;
 - How modifications, suspension and withdrawal are to be handled;
 - The requirements for retaining and verifying certificates over time.
9. The proposed text for adoption is attached at Annex.

¹ https://otif.org/fileadmin/user_upload/otif_verlinkte_files/06_tech_zulass/05_Reglementation_en_vigueur/A_93-01_2_2012_e_uniform_format_of_certificates_.pdf

III. PREPARATORY WORK

10. The proposal was prepared by the OTIF Secretariat in coordination with WG Tech. The first draft version with reference TECH-25027 of 21 May 2025 was reviewed by WG Tech at its 55th session (Bern, 19 June 2025). An updated version 2, with reference TECH-25027 of 11 August 2025 was reviewed at the 56th session of WG Tech (Bern, 9 September 2025). At its 57th session (Brussels, 18 November 2025), WG Tech reviewed version 3, with reference TECH-25055 of 20 October 2025.

IV. JUSTIFICATION FOR THE AMENDMENTS

11. Current rules, as set out in the provisions with reference A 93-01/2.2012 of 1 December 2012, only consider paper certificates. The provisions need to be updated to take account of digitalisation.
12. Effective route compatibility checks depend on verifying that a vehicle's technical characteristics are compatible with the infrastructure. To this end, Article 11 of the ATMF UR requires that the technical file and other relevant data be annexed to the technical certificates. Consequently, it is justified to define the parameters that must be included in the annex to a technical certificate.
13. The information to be annexed to the technical certificates corresponds to the information to be stored in vehicle registers and vehicle type registers according to OTIF and EU rules, including the information required to perform route compatibility checks digitally. The proposed rules therefore promote harmonisation and facilitate railway digitalisation.

PROPOSAL FOR DECISION

- The Committee of Technical Experts approves [approved] amendments to the uniform format of certificates and adopts [adopted] the consolidated version of the uniform format of certificates, as set out in the Annex to document TECH-26005-CTE18-5.3 of 16 February 2026[, as modified at the session]. These rules shall be referred to as Annex C to the ATMF UR.
- The Committee of Technical Experts repeals [repealed] the uniform format of certificates it adopted at its 5th session (23-24 May 2012), which entered into force on 1 December 2012. This repeal takes effect upon the entry into force of Annex C to the ATMF UR.



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Annex to TECH-26005-CTE18-5.3

ATMF Annex C

Uniform format of certificates

Design Type Certificate, Certificate of Operation

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

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Introduction:

At its 18th session (9 June 2025), the Committee of Technical Experts, having regard to Article 20 § 1 of the Convention concerning International Carriage by Rail (COTIF), adopted Annex C to the ATMF Uniform Rules (ATMF UR) concerning the uniform format of certificates.

These rules establish a uniform format and supporting rules for two types of technical certificates under the ATMF UR: the Design Type Certificate and the Certificate of Operation.

- The Design Type Certificate confirms that a vehicle type meets the applicable legal and technical requirements of the ATMF UR and can serve as the basis for the admission of individual vehicles of the same type.
- The Certificate of Operation confirms that a specific vehicle has been admitted to operation under the ATMF UR and is suitable for use on the railway networks of the relevant Contracting State(s).

These rules define the structure and content of the certificates, as well as the procedures for their issuance, updating, withdrawal, suspension, and access to them. They aim to ensure the consistency and compatibility of information across Contracting States and its compatibility with vehicle registers established under OTIF or EU rules.

The content and structure of the certificates are aligned with OTIF's specifications for vehicle registers. The annexes to the certificate are structured according to the data required in the European Register of Authorised Types of Vehicles (ERATV). This data structure is also aligned with the Uniform Technical Prescription concerning train composition and route compatibility checks (UTP TCRC), thus facilitating accurate and consistent route compatibility checks.

Certificates may be issued either in paper or digital format. Both formats are legally equivalent in terms of content and evidential value, provided they are properly authenticated. However, migration is permitted only from paper to digital format. Migration in the reverse direction - from digital to paper format - is not permitted, except in duly justified exceptional circumstances as described in Article 5.

These rules do not apply to vehicles placed on the market according to European Union law. In such cases, certification and registration are still governed by the relevant EU regulations and procedures. However, EU certificates are recognised as equivalent under Article 4 of these rules, provided they are accessible to entities with a legitimate interest.

In addition to defining certificate templates, these rules set out provisions on:

- How authentication must be carried out for both paper and digital certificates;
- Who has the right to access certificates;
- How modifications, suspension and withdrawal are to be handled;
- The requirements for retaining and verifying certificates over time.

These rules are intended to establish trust in the certificates issued under the ATMF UR and to support the transparent and secure international exchange of certificate-related information.

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Rules:

Article 1 Scope

- § 1 The rules in this Annex C to the ATMF UR, hereinafter referred to as “these rules”, are adopted by the Committee of Technical Experts in accordance with its competences defined in Article 12 of the ATMF UR. These rules define uniform formats for the technical certificates referred to in Article 11 of the ATMF UR, their issuance, access to them and retention.
- § 2 These rules shall apply to Design Type Certificates and Certificates of Operation pertaining to vehicles and vehicle types admitted to operation in accordance with the ATMF UR.
- § 3 Certificates in accordance with these rules shall be issued only for vehicles and vehicle types that have been admitted under the procedures and conditions laid down in the ATMF UR. These rules do not apply to certificates pertaining to vehicles placed in service or on the market in the European Union in accordance with the law of the European Union, including by Contracting States that apply European Union law related to the authorisation and registration of vehicles as a result of their agreement with the European Union.

Article 2 Purpose

The purpose of these rules is to:

- Harmonise the content and structure of the technical certificates referred to in the ATMF UR, thereby ensuring their uniform application by Contracting States.
- Harmonise the content and structure of technical certificates with the information to be registered in vehicle registers.
- Establish a high level of trust in certificates issued, by setting out authentication requirements for both paper and digital formats.
- Define how access to certificates shall be provided.
- Facilitate efficient and consistent route compatibility checks by ensuring that the information in the technical certificates aligns with the requirements of the UTP TCRC.

Article 3 Definitions

In addition to the terms defined or used in the ATMF UR, for the purpose of these rules:

- a) “Authentication” shall mean the formal process by which the validity and integrity of a certificate are confirmed by the issuing competent authority, using secure and verifiable methods that prevent falsification, forgery, or unauthorised use.
- For a paper certificate, authentication shall include the application of an official seal or stamp, the name, date, and handwritten signature of an authorised official.

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- For a digital certificate, authentication shall include the application of a qualified or advanced electronic signature or seal in compliance with the rules applicable to the issuing competent authority. Where the issuing authority is not subject to the EU’s Regulation on electronic identification and trust services (eIDAS Regulation), equivalent levels of trust and information security shall be ensured through practices aligned with international standards, such as ISO/IEC 27001 (Information Security Management), or other applicable national or regional frameworks providing equivalent guarantees of authenticity, integrity, and traceability.
- b) “Certificate” shall mean a digital or paper Certificate of Operation or Design Type Certificate in accordance with the ATMF UR.
- c) “Digital certificate” shall mean all the information corresponding to a certificate that is digitally issued, authenticated and stored by a competent authority.
- d) “Paper certificate” shall mean the unique physical certificate issued and authenticated by a competent authority.
- e) “Copy of a certificate” shall mean an unauthenticated reproduction of a certificate, including a scanned image of a paper certificate or a printout or digital copy of a digital certificate, which has no independent legal value.
- f) “Authenticated copy of a certificate” shall mean an authenticated printout or digital copy of a digital certificate. Each printout or digital copy shall be authenticated according to these rules and marked with “Authenticated copy of [clear indication of digital source of the certificate] issued to [entity to which the authenticated copy is issued]” and the date of issue.
- g) “Entity with legitimate interest” shall mean any railway actor, whether public or private, and any authority that has a relevant role under the scope of the APTU and ATMF UR.
 - For authorities, such a role exists when the vehicle or vehicle type is, or is intended to be, used on the territory for which the authority is competent.
 - For other actors, such a role exists when they have an operational, contractual, or legal task or responsibility in relation to the specific vehicle or vehicle type concerned.
- h) “Holder” shall mean:
 - For a Design Type Certificate: the manufacturer, unless the manufacturer does not hold the intellectual property rights to the design type, in which case it shall mean the holder of the intellectual property rights.
 - For a Certificate of Operation: the vehicle keeper.

Article 4

Correlation with other international agreements

Documentary evidence, whether in digital or paper format, drawn up and made accessible in accordance with the rules applicable in the European Union, shall be equivalent to certificates issued in accordance with these rules, provided they are accessible in accordance with these rules to all entities with a legitimate interest.

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Article 5 Application

- § 1 Design Type Certificates and Certificates of Operation shall be drawn up and authenticated in accordance with these rules by a competent authority in the meaning of Article 5 of the ATMF UR.
- § 2 Contracting States may issue either paper certificates or digital certificates for vehicles or vehicle types that are in conformity with the applicable legal requirements laid down in the ATMF UR, including its Annexes and the Uniform Technical Prescriptions (UTPs). Every certificate issued shall be duly authenticated.
- § 3 Digital and paper certificates shall be equivalent in content and evidential value. It is not permitted to issue both a paper and a digital certificate for the same vehicle or vehicle type. However, unauthenticated copies of certificates may be produced for reference or administrative purposes.
- § 4 A paper certificate may be replaced by a digital certificate. In such case, the paper certificate shall be marked accordingly and rendered invalid.
- § 5 A digital certificate may not, in principle, be replaced by a paper certificate. In exceptional and duly justified circumstances where temporary reliance on paper certificates is required for a particular Contracting State, the latter shall inform the OTIF Secretariat thereof. Its competent authority shall establish strict protocols for managing risks related to the exceptional situation. The paper certificates produced for this purpose shall have integrated information concerning their digital origin, their status, and any other relevant information. The Contracting State shall undertake to reestablish and make operational its digital certificates repository without delay.
- § 6 Certificates shall be issued in at least one of the working languages of OTIF. Where a national language version is used, a version in a working language of OTIF shall also be made available.
- § 7 Each certificate shall be assigned a unique identifier (EIN) in accordance with Appendix 1 to these rules. All annexes to the certificate shall be marked with the same EIN.
- § 8 Contracting States issuing digital certificates shall ensure that the relevant entities can verify the certificate's authenticity, its current status and the information in the certificate that is necessary for the entity to perform its tasks. The information may be provided by direct access to the certificate, or indirectly e.g. through its vehicle register, provided that all the required information is accessible there. Where such access is not possible, fallback procedures shall apply in accordance with Article 6 § 2.

Article 6 Access

- § 1 All entities with a legitimate interest shall have access to certificates.
- § 2 If digital access to the information in accordance with Article 5 § 8 cannot be ensured, the competent authority shall issue authenticated copies of certificates to any entity with a legitimate interest which so requests. Authenticated copies shall be issued only if access to the digital certificate is not possible for entities with a legitimate interest.

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- § 3 The holder of a paper certificate shall provide copies of the certificate to all entities with a legitimate interest. Copies of paper certificates shall not be authenticated.

Article 7

Validity, modifications, suspension and withdrawal

- § 1 If the validity of a certificate is limited in time, its period of validity shall be indicated. Where applicable, the renewal of a time-limited certificate shall be subject to verification that the vehicle or vehicle type continues to meet the applicable requirements under the ATMF UR and UTPs.
- § 2 Where modifications are made to a vehicle or vehicle type that affect its admission status, the original certificate shall be updated or replaced. The changes shall be recorded in accordance with the procedures set out by the issuing competent authority. If a certificate is replaced, the original shall be withdrawn at the same time.
- § 3 If a vehicle is permanently withdrawn from service, its Certificate of Operation shall become invalid and be withdrawn at the same time. Withdrawn certificates shall be clearly marked as expired and withdrawn by the issuing competent authority or permanently invalidated by the holder of the certificate without delay. The date of expiry and, where applicable, the reason for expiry shall be marked. Expiry of a certificate does not preclude issuing a new Certificate of Operation for the same vehicle at a later stage, provided the applicable requirements are met.
- § 4 The suspension or withdrawal of a certificate in accordance with Article 10a of the ATMF UR shall be notified to the certificate holder without delay, indicating the scope and justification and, where relevant, the duration and the conditions to be fulfilled for lifting the suspension. The suspension and, where applicable, its subsequent lifting, or its withdrawal, shall be recorded and clearly marked on the certificate or in the relevant digital record.

Article 8

Misuse

- § 1 In cases of misuse, unauthorised use of certificate formats, or suspected fraud, Contracting States shall take appropriate measures at national level, including investigation and, where applicable, legal proceedings.
- § 2 Where railway safety may be at risk, the Contracting State concerned shall inform the OTIF Secretariat without delay, providing a detailed description of the situation and a proposed course of action to mitigate the identified risks.

Article 9

Retention and verification

After withdrawal or expiry of a certificate, Contracting States shall ensure that certificates are archived securely and remain accessible for verification by authorised bodies for a minimum of ten years.

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Article 10

Format and content of certificates

- § 1 When issued in paper form, the Design Type Certificate shall be formatted as defined in Appendix 2 to these rules. The substance shall be replicated when issued digitally. The technical characteristics defined in Appendix 2 to these rules shall be issued together with the Design Type Certificate.
- § 2 When issued in paper form, the Certificate of Operation shall be formatted as defined in Appendix 3 to these rules. The substance shall be replicated when issued digitally. The administrative data defined in Appendix 3 to these rules shall be issued together with the Certificate of Operation. The Certificate of Operation shall contain all the information from and related to the Design Type Certificate. Instead of reproducing this information, there may be a reference to it, provided this information is freely accessible to entities with a legitimate interest.
- § 3 All annexes shall bear a reference to the certificate to which they are annexed. The reference shall be the certificate's EIN followed by a dash or hyphen and the number of the annex ¹.
- All annexes shall be authenticated.
- All pages in an annex shall bear a page number indicating the current page and the total number of pages in the annex. Example: "3/15", where 15 is the total number of pages in the annex. The page numbers shall be consecutive in order that it can be identified whether a page has subsequently been added or removed.
- The applicant for the certificate shall provide the information and documents (certificates, declarations, quality management approvals, etc.) required to be included in the annexes.
- The other admitting Contracting States shall communicate to the competent authority that issued the certificate the evidence of their admissions of the vehicle (including possible restrictions, conditions). This information shall be annexed to the certificate; no specific format is required for this information.
- § 4 All fields are obligatory, except if the field title begins with "If" or includes the wording "(if any)". Fields which are not used shall be marked "---" (three hyphens); a "tick box" which applies shall be marked "X" (capital X).
- § 5 Data formats:
- Dates shall be written using this format: dd.mm.yyyy;
 - If two dates indicate an interval, the start and end dates shall be considered as included;
 - The EIN shall be in accordance with Appendix 1;
 - State names shall be written in full text and not as abbreviations;
 - The 12-digit unique vehicle number (EVN) shall be in accordance with the UTP Marking;
 - For a prototype, a unique name defined by the applicant may be used instead of the EVN.

¹ Example: CH 53 2025 0004 – 2, i.e. Annex 2 (the technical file) to the 4th Certificate of Operation for a freight wagon (53) issued by Switzerland (CH) in 2025.

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- § 6 A group of vehicles may be covered by a single certificate. In such case the unique vehicle numbers shall be consecutive in the series (the check digit will vary according to the rules for check digits). The first and last number in the series shall be indicated.
- § 7 Freight wagon categories are defined in the UTP Marking. There are no harmonised categories for vehicles other than freight wagons.
- § 8 Corrections to the certificate may not be made after it has been issued. In case of errors, a new certificate shall be prepared and the old certificate shall be withdrawn and invalidated. Annexes to a certificate concerning additional admissions from other Contracting States may be added after a certificate has been issued.
- § 9 If a text field does not have sufficient space, an annex with the full text shall be added to the certificate; the annex shall be given a number according to § 3 and a reference to that annex shall be made in the relevant field.
- § 10 The language of any annex shall be the same as the language used for the certificate, i.e. English, French or German.

Article 11

Repeal and replacement

Upon their entry into force, these rules shall replace the “Uniform format of certificates” with reference A 93-01/2.2012 that entered into force on 1 December 2012.

Appendix 1: Structure and content of the EIN

The structure and content of the code for the harmonised numbering system, called the unique identification number (EIN), for certificates and other documents shall be as shown below:

Example:

I	T	5	1	2	0	2	5	0	0	0	5
Country code, i.e. a code relevant to the issuing authority ⁽¹⁾ (2 letters)		Type of document (2 digits)		Issue year ⁽²⁾ (4 digits)				Counter (4 digits)			


Field 1


Field 2


Field 3


Field 4

FIELD 1 – Country code (2 letters)

See Chapter 10 of UTP Marking, with the following deviation:

	Code
United Kingdom	UK

For the multinational competent authorities, the codes are as follows:

	Code
The European Union Agency for Railways	EU
Channel Tunnel Intergovernmental Commission	CT

FIELD 2 – Type of document (2-digit number)

Two digits allow the type of document to be identified:

- The first digit identifies the general classification of the document;
- The second digit specifies the subtype of document.

The following list sets out the available combinations of two-digit numbers. If other codes are required, this numbering system can be extended.

Fields in blue are for EU Member States only²

Number combination for field 2	Document Type	Subtype of document
[0 1]	Licences	Licences for RUs
[0 x]	Licences	Others
[1 0]	Single Safety Certificate	
[1 1]	Safety Certificate	Part A
[1 2]	Safety Certificate	Part B
[1 x]	Reserved	Reserved
[2 1]	Safety Authorisation	
[2 2]	Reserved	Reserved
[2 x]	Reserved	Reserved
[3 0]	Decision on accreditation/recognition of ECM Certification Body	
[3 1]	ECM Certificate	
[3 2]	Maintenance workshop certificate	
[3 3]	Maintenance functions certificate	
[3 4]	Reserved	Reserved
[3 5]	Decision on accreditation of CSM Assessment Body	Accredited CSM Assessment Bodies
[3 6]	Decision on recognition of CSM Assessment Body	Recognised CSM Assessment Bodies
[3 x]	Reserved, e.g. maintenance for rolling stock, for infrastructure or others	
[4 x]	Reserved for assessing entities	e.g. different kinds of assessing entities (e.g. Notified Bodies)
[5 1] and [5 5] ⁽¹⁾	Certificate of Operation	Tractive rolling stock
[5 2] and [5 6] ⁽¹⁾	Certificate of Operation	Hauled passenger vehicles
[5 3] and [5 7] ⁽¹⁾	Certificate of Operation	Wagons
[5 4] and [5 8] ⁽¹⁾	Certificate of Operation	Special vehicles
[5 9] ⁽²⁾	Design Type Certificate, or Authorisation of type of vehicle (under EU Directive 2008/57/EC)	

² Including Contracting States that apply European Union law related to the authorisation and registration of vehicles as a result of their agreement with the European Union.

Number combination for field 2	Document Type	Subtype of document
[6 0]	Admission to Operation	Infrastructure, Energy and Control Command Signalling track-side assembly Subsystems
[6 1]	Admission to Operation	Infrastructure Subsystem
[6 2]	Admission to Operation	Energy Subsystem
[6 3]	Admission to Operation	Control Command Signalling track-side assembly Subsystem
[7 1]	Train driving licence	Counter from 0 000 to 9 999
[7 2]	Train driving licence	If more than 9 999 licences are issued per year. Counter from 0 000 to 9 999
[7 3]	Train driving licence	If more than 19 999 licences are issued per year. Counter from 0 000 to 9 999
[8 0]	Vehicle type authorisation (under EU Directive (EU) 2016/797)	
[8 1]	Vehicle authorisation for placing on the market	Counter from 0 000 to 9 999
[8 2]	Vehicle authorisation for placing on the market	If more than 9 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 3]	Vehicle authorisation for placing on the market	If more than 19 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 4]	Vehicle authorisation for placing on the market	If more than 29 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 5]	Vehicle authorisation for placing on the market	If more than 39 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 6]	Vehicle authorisation for placing on the market	If more than 49 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 7]	Vehicle authorisation for placing on the market	If more than 59 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 8]	Vehicle authorisation for placing on the market	If more than 69 999 authorisations are issued per year. Counter from 0 000 to 9 999

⁽¹⁾ If the 4 digits foreseen for Field 4 ‘Counter’ are fully used within a year, the first two digits of Field 2 will change respectively from:

- [5 1] to [5 5] for tractive rolling stock,
- [5 2] to [5 6] for hauled passenger vehicles,
- [5 3] to [5 7] for wagons,
- [5 4] to [5 8] for special vehicles.

⁽²⁾ The digits allocated in Field 4 are:

- from 1 000 to 1 999 for traction vehicles,
- from 2 000 to 2 999 for hauled passenger vehicles,
- from 3 000 to 3 999 for wagons,
- from 4 000 to 4 999 for special vehicles.

FIELD 3 – Issue year (4-digit number)

This field indicates the year (in the specified format yyyy, i.e. 4 digits) in which the authorisation/admission is issued.

For documents relating to the ECM and Assessment Body (field 2 from 30 to 36), field 3 is composed of 2 digits for the organisation code (e.g. “00” for the Competent Authority, “01”, “02”, “03” etc. for other relevant organisations in the country) and 2 digits for the year (e.g. 2017 = “17”).

FIELD 4 – Counter

The counter shall be a consecutive number to be incremented by one unit each time a document is issued, regardless of whether it is a new, renewed or updated/amended admission. Even if a certificate is revoked or an admission is suspended, the number to which it refers cannot be used again.

The counter shall restart from zero at the beginning of each year.



DESIGN TYPE CERTIFICATE

Seal/Stamp of the
Competent Authority

Proving that the design type has been technically admitted according to COTIF 1999 (APTU UR & ATMF UR)

Certificate ID (EIN format):

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Note: The numbers in the last column correspond to the parameter numbering in Annexes 1 and 4 of the OTIF specifications for vehicle registers and are provided for reference purposes only.

Identification of the type

EVN of the prototype (if an EVN is assigned):		1.1
Identification used by the applicant (if no EVN is assigned):		
Type of vehicle: [Traction vehicle/Hauled passenger vehicle/ Freight wagon/Special vehicle]		
Short description or code (e.g. Hbis):		
If rake, number of units:		

Reference to prior Design Type Certificate (if any)

(if the design type is based on previously certified Design Type)

Date [dd.mm.yyyy]:		
Issuing state:		
Prior Design Type Certificate ID:		

States where the vehicle is admitted

Free circulation according Art. 6 § 3 of the ATMF UR? [Y/N]. If yes, indicate the UTP points on which this free circulation is based (e.g. point 7.1.2 of the UTP WAG 2025).		
If not suitable for free circulation, list of states where the vehicle is admitted ⁽¹⁾ :		3.1

⁽¹⁾ The Certificates of Operation of vehicles confirmed as identical to this design type shall cover an area of use including the specified Contracting States.

Additional conditions

Additional conditions applicable to the vehicle:		4.1
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Manufacturer

Organisation name:		
Registered business number:		
Address:		
Postcode:		
E-mail address:		
Organisation code (if any) ⁽²⁾ :		
Phone (incl. country code):		

Web address:		
Application reference:		

- (2) An organisation code is a unique identifier consisting of four alphanumeric characters. An organisation code is linked to the name, the contact data and the type of activity of an organisation. Organisation codes for organisations whose activities are subject to European Union law are assigned in accordance with European Union law.

References to UTP declarations of verification

Date of declaration:		6.1
UTP declaration reference:		6.2

Applicant (in the meaning of Article 10 of the ATMF UR)

Organisation name:		6.3.1
Registered business number:		6.3.2
Address:		6.3.3
E-mail address:		6.3.7
Organisation code (if any):		6.3.8
Phone (incl. country code):		
Web address:		
Application reference:		

Validity of the design type certificate

From [date]:		11.5
Until [date]:		11.6

Conditions for vehicle admissions according to type

Operating limitations (if any):		
Conditions for this certificate (if any):		11.9
Remarks (if any):		

Issuing competent authority

Name:		11.1
Contracting State which issued the certificate:		11.2
Address:		
Phone (incl. country code):		
E-mail:		
Web address:		

Name: _____ **Function/title:** _____

Date: _____

Place: _____

Signature: _____

Seal/Stamp
of the Competent Authority

Obligatory annexes (integrated parts of the certificate)

(Each of the annexes must be clearly marked with the applicant's application reference number and the ID of this certificate and must be authenticated by an official seal, name, date and signature for paper documents, or a digital validity mark, name and date for digital documents, by an authorised staff member of the competent authority issuing the certificate)

1. All the information as specified in the rules on uniform formats of certificates, Annex C to the ATMF UR,
2. The technical file (with the content as specified in UTP GEN-C),
3. A list of the assessing entities and the assessment modules applied (as prescribed in UTP GEN-D), together with corresponding assessment reports (in accordance with UTP GEN-D), certificates and declarations (verifications of conformity with UTP and applicable national rules) and the quality management system approval (if any), insofar these documents are not included in or annexed to the technical file,
4. Risk assessment reports (in accordance with UTP GEN-G), if any,
5. Copy of a certificate(s) of the additional type admission(s) issued by other Contracting States.

Note: The annexed copies of the additional national admissions determine which CSs are covered by this design type certificate.

Technical vehicle data to be annexed to the Design Type Certificate

Explanation:

1. The column “UTP TCRC parameter” and the number in the first column correspond to the Annex of the UTP TCRC. Where the first column is marked “*”, there is no corresponding vehicle parameter in UTP TCRC.
2. The column “Vehicle parameter” is based on the EU’s Commission Implementing Decision 2011/665/EU of 4 October 2011 as last amended on 8 September 2023 on the European register of authorised types of railway vehicles (ERATV). Where this column is marked “(idem)”, it means that the term used in the UTP TCRC is the same as in the ERATV.
3. The column “Data format/content/explanation”, provides information as to how the parameter should be recorded.
4. The last column makes reference to the numbering in Table 2 of the ERATV. If a cell is marked “*”, it means that the parameter is not covered by ERATV.
5. Not all parameters apply to all types of vehicles.

	UTP TCRC parameter	Vehicle parameter	Data format/content/explanation	ERATV reference
1.	TRAFFIC LOADS AND LOAD CARRYING CAPACITY OF INFRASTRUCTURE			
	Static axle loads and design and operational masses in the following load cases:			
	— Static axle load in working order	(Idem)	[kg]	4.5.3.1
	— Static axle load under normal payload	(Idem)	[kg]	4.5.3.2
	— Static axle load under exceptional payload	(Idem)	[kg]	4.5.3.3
	— Design mass in working order	(Idem)	[kg], as defined in UTP LOC&PAS	4.5.2.1
	— Design mass under normal payload	(Idem)	[kg], as defined in UTP LOC&PAS	4.5.2.2
	— Design mass under exceptional payload	(Idem)	[kg], as defined in UTP LOC&PAS	4.5.2.3
	— Operational mass in working order	(Idem)	[kg], in accordance with EN 15663:2017 +A1:2018	4.5.2.4
	— Operational mass under normal payload	(Idem)	[kg], in accordance with EN 15663:2017 +A1:2018	4.5.2.5
*		Total vehicle mass (for each vehicle of the unit)	[kg]	4.5.5
*		Mass per wheel	[kg]	4.5.6
	Maximum design speed	(Idem)	[km/h]	4.1.2.1
	Vehicle length	(Idem)	[m]	4.8.1
*		Number of driving cabs	[0/1/2]	4.1.1
*		Type of end coupling	[Text] (UTP LOC&PAS – 4.2.2.2.3 End coupling UTP WAG – 4.2.2.1.1 End coupling)	4.9.1
	The position of the axles along the unit (axle spacing)	Position of the axles along the unit (axle spacing): a: Distance between axles b: Distance from end axle to the end of the nearest coupling plane	a: [m] b: [m]	4.5.3.4

UTP TCRC parameter		Vehicle parameter	Data format/content/explanation	ERATV reference
		c: distance between two inside axles	c: [m] Explanation of the values for a, b and c [Text]	
	EN line category	EN line category(ies)	Indicate the EN line category. For the UK the EN line category may be replaced by Route Availability (RA) number. (UTP LOC&PAS – 4.2.3.2.1 Axle load parameter)	4.5.1.1
	When calculating the payload capacity of standing areas in passenger vehicles, this shall be done according to point 6.4 of EN 15528:2021			
	Static compatibility check for wagons:			
	— Permissible payload for different line categories according to UTP WAG	Permissible payload for different line categories	[t] for line category [Text]	4.5.1
2. GAUGING				
	Vehicle gauge:			
	— Reference profiles for which the vehicle was admitted	Reference profile	[G1/GA/GB/GC/GI1/GI2/GI3] (UTP LOC&PAS – 4.2.3.1 Gauging, UTP WAG – 4.2.31 Gauging; the list will be different for different categories depending on the applicable UTP)	4.2.1
	— Other gauges assessed		[Text]	*
3. SPECIFIC CHECK FOR COMBINED TRANSPORT				
	Wagon Compatibility Code, Wagon Correction Digit and ILU Technical Number. Note: (WCC + ILU Technical Number) combined with the freight Wagon Correction Digit = CT code.		[Text]	
4. VERTICAL RADIUS AT SIDINGS				
	Minimum vertical convex curve radius capability	(Idem)	[m]	4.8.5
	Minimum vertical concave curve radius capability	(Idem)	[m]	4.8.6
5. TRAIN DETECTION SYSTEMS				
	Information as to whether the vehicle has electrical or electronic equipment on board that may create interference current in the rail, or that may create electromagnetic fields causing interference close to the axle counter		[Y/N] With explanation in case there is such equipment.	*
	Type of train detection systems for which the vehicle has been designed and assessed by tests performed in accordance with ERA/ERTMS/033281 version 5.0 of 24.3.2023	Type of train detection systems for which the vehicle has been designed and assessed	[Text] The information should specify the compatible train detection systems (track circuits, axle counters and loops) (UTP LOC&PAS – 4.2.3.3.1 Rolling Stock characteristics for the compatibility with train detection systems, UTP WAG – 4.2.3.3 Compatibility with train detection systems)	4.14.1
*		Flange lubrication fitted	[Y/N]	4.9.3.1

UTP TCRC parameter		Vehicle parameter	Data format/content/explanation	ERATV reference
	Possibility of preventing use of the lubrication device	Possibility of preventing use of the lubrication device (only if fitted with flange lubrication)	[Y/N]	4.9.3.2
	Influencing unit From technical file of each vehicle of the train. For each band of the frequency management defined in ERA/ERTMS/033281 version 5.0 of 24.3.2023 and any national specifications:			
	— Maximum interference current (A) and applicable summation rule		[A]	*
	— Maximum magnetic field (dBµA/m) both radiated field and field due to the return current and applicable summation rule		[dBµA/m]	*
	— Minimum Input Impedance (Ohm)		[Ohm]	*
	Comparable parameters specified in national specifications, if these are available		[Text]	
6. HOT AXLE BOX DETECTION				
	Axle bearing condition monitoring	Axle bearing condition monitoring (hot axles box detection)	[Text] (UTP LOC&PAS – 4.2.3.3.2 Axle bearing condition monitoring, UTP WAG – 4.2.3.4 Axle bearing condition monitoring)	4.9.2
7. RUNNING CHARACTERISTICS				
	Combination(s) of maximum speed and maximum cant deficiency of a vehicle (operational envelope that the vehicle has been assessed for)	Combination of maximum speed and maximum cant deficiency for which the vehicle was assessed	[km/h] – [mm]	4.6.4
	Rail inclination		Angle [°]	*
8. WHEELSET				
	Wheel set gauge.	(Idem)	[1435 mm/1520 mm/1524 mm/1600 mm/ or 1668 mm] (UTP LOC&PAS – 4.2.3.5.2.1 Mechanical and geometric characteristics of wheelsets, UTP WAG – 4.2.3.6.2 Characteristics of wheelsets)	4.1.3
	Minimum in-service wheel diameter	(Idem)	[mm]	4.8.2
	Type of changeover facilities which the vehicle is designed for	Wheelset gauge changeover facility	[Text] (UTP LOC&PAS – 4.2.3.5.3 Variable gauge systems, UTP WAG – 4.2.3.6.6 Variable gauge systems)	4.1.11
9. MINIMUM CURVE				
	Minimum horizontal curve radius capability	(Idem)	[m]	4.8.4
10. BRAKING				
*		Maximum average deceleration	[m/s ²]	4.7.1
	Emergency braking: stopping distance, maximum deceleration, for the load	Emergency brake: stopping distance and deceleration profile for each	[m], [m/s ²]	4.7.5

UTP TCRC parameter		Vehicle parameter	Data format/content/explanation	ERATV reference
	condition “design mass under normal payload” at the design maximum speed	load condition per design maximum speed		
	Maximum service brake: stopping distance, maximum deceleration, for the load condition “design mass under normal payload” at the design maximum speed	Service brake: at maximum service brake: stopping distance, maximum deceleration, for the load condition “design mass under normal payload” at the design maximum speed	[m], [m/s ²]	4.7.7
	For general operation: brake weight percentage (lambda)	For general operation: brake weight percentage (lambda) or braked mass	[Lambda (%)], or [t]	4.7.6
	Thermal capacity:			
	— Reference case of UTP	Reference case of TSI	[Text] (UTP LOC&PAS – 4.2.4.5.4 Calculations related to thermal capacity UTP WAG – 4.2.4.3.3 Thermal capacity)	4.7.2.1.1
	— Thermal capacity expressed in terms of:			
	- Speed (if no reference case is indicated);	(Idem)	[km/h]	4.7.2.1.2
	- Gradient (if no reference case is indicated);	(Idem)	[‰], or [mm/m]	4.7.2.1.3
	- Distance (if no reference case is indicated);	(Idem)	[km]	4.7.2.1.4
	- Time (if distance is not indicated) (if no reference case is indicated).	(Idem)	[min]	4.7.2.1.5
*		Maximum brake thermal energy capacity	[kJ]	4.7.2.1.6
	Maximum gradient on which the unit is kept stationary by the parking brake alone (if the vehicle is fitted with it)	Maximum gradient on which the unit is kept immobilised by the parking brake alone (if the vehicle is fitted with it)	[‰], or [mm/m]	4.7.3.3
*		Parking brake	[Y/N]	4.7.3.4
*		Wheel slide protection system	[Y/N]	4.7.8
11. MAGNETIC TRACK BRAKE				
*		Magnetic track brake fitted	[Y/N]	4.7.4.2.1
	Possibility of preventing use of the magnetic track brake (only if fitted with magnetic brake)	(Idem)	[Y/N]	4.7.4.2.2
12. EDDY CURRENT TRACK BRAKE				
*		Eddy current track brake fitted	[Y/N]	4.7.4.1.1
	Possibility of preventing use of the eddy current track brake (only if fitted with eddy current brake)	(Idem)	[Y/N]	4.7.4.1.2
13. WEATHER CONDITIONS				
	Temperature range	(Idem)	[T1/T2/T3] (UTP LOC&PAS – 4.2.6.1.1 Temperature, UTP WAG – 4.2.5 Environmental conditions)	4.3.1
	Snow, ice and hail conditions	(Idem)	[nominal/severe]	4.3.3

UTP TCRC parameter		Vehicle parameter	Data format/content/explanation	ERATV reference
			(UTP LOC&PAS – 4.2.6.1.2 Snow, ice and hail , UTP WAG – 4.2.5 Environmental conditions)	
14. VOLTAGES AND FREQUENCIES				
	Energy supply system:			
	— Nominal voltage and frequency	Energy supply system (voltage and frequency)	[Text] (UTP LOC&PAS – 4.2.8.2.2 Operation within range of voltages and frequencies)	4.10.1
	— Type of contact line system		[Text] compatibility with OCL	*
15. REGENERATIVE BRAKE				
*		Regenerative brake fitted	[Y/N]	4.7.4.3.1
	Possibility of preventing use of the regenerative brake (only if fitted with regenerative brake)	(Idem)	[Y/N]	4.7.4.3.2
16. CURRENT LIMITATION				
	Electric units equipped with power or current limitation function.	(Idem)	[Y/N]	4.10.14
*		Vehicle equipped with electric energy storage for traction purposes and with the function of charging with OCL at standstill	[Y/N]	4.10.16
17. PANTOGRAPH				
	Maximum current at standstill per pantograph (to be indicated for each DC system the vehicle is equipped for)	(Idem)	[A] for [Voltage] (UTP LOC&PAS – 4.2.8.2.5 Maximum current at standstill)	4.10.4
	Height of interaction of pantograph with contact wires (over top of rail) (to be indicated for each energy supply system the vehicle is equipped for)	(Idem)	From [m] to [m] (with two decimals)	4.10.5
	Pantograph head (to be indicated for each energy supply system the vehicle is equipped for)	(Idem)	[Text] for [energy supply system to be filled in] (UTP LOC&PAS – 4.2.8.2.9.2 Pantograph head geometry (IC level))	4.10.6
	Material of pantograph contact strip the vehicle may be equipped with (to be indicated for each energy supply system the vehicle is equipped for)	(Idem)	[Text] for [energy supply system to be filled in] (UTP LOC&PAS – 4.2.8.2.9.4.2 Contact strip material)	4.10.10
	Mean contact force curve	Mean contact force	[N]	4.10.15
	Number of pantographs in contact with the overhead contact line (OCL) (to be indicated for each energy supply system the vehicle is equipped for)	(Idem)	[Number]	4.10.7
	Shortest distance between two pantographs in contact with the OCL (to be indicated for each energy supply system the vehicle is equipped for; to be indicated for single and, if applicable, multiple operation) (only if number of raised pantographs is more than 1)	(Idem)	[m]	4.10.8
	Type of OCL used for the test of current collection performance (to be indicated for each energy supply system the		[Text]	*

UTP TCRC parameter		Vehicle parameter	Data format/content/explanation	ERATV reference
	vehicle is equipped for) (only if number of raised pantographs is more than 1)			
	Automatic dropping device (ADD) fitted (to be indicated for each energy supply system the vehicle is equipped for)	(Idem)	[Y/N]	4.10.11
	Distance between cab and pantograph for reverse or multiple unit		[m] (see UTP TCRC for explanation)	*
18. COMPATIBILITY WITH TUNNELS				
	Fire safety category	(Idem)	[A/B/Freight locomotive, and self-propelling unit designed to carry other payload than passenger/OTM] (UTP LOC&PAS – 4.2.10.1 General and Categorisation)	4.4.1
19. TRAIN LENGTH				
	Train length		[m]	*
*		Maximum number of trainsets or locomotives coupled together in multiple operation	[Number]	4.1.5
*		Number of vehicles composing the fixed formation (for fixed formation only)	[Number]	4.1.12
20. PLATFORM HEIGHTS AND ACCESS AND EGRESS				
	Platform heights for which the vehicle is designed	(Idem)	[cm] for each platform height (UTP PRM – 4.2.2.11 Step position for vehicle access and egress)	4.12.3.1
21. ETCS				
*		ETCS equipment on-board and the set of specifications from CCS TSI Appendix A	[Text] The information should specify the installed on-board ETCS equipment with its specifications	4.13.1.1
*		ETCS on-board implementation	[Text]	4.13.1.7
	ETCS System Compatibility	(Idem)	[Text] The information should be provided in accordance with the EU rules	4.13.1.8
	Managing information about the completeness of the train (not from driver)	(Idem)	[Y/N]	4.13.1.9
	Envelope of legally operated ETCS system versions	(Idem)	[Text] The information should be provided in accordance with the EU rules	4.13.1.11
	Safe consist length information from on-board necessary for access to the line and corresponding SIL	(Idem)	[Text] The information should indicate if the on-board can provide consist integrity information to the trackside and the corresponding SIL	4.13.1.10
22. GSM-R				
*		GSM-R Radio voice on board and its Baseline	[Text] The information should be provided in accordance with the EU rules	4.13.2.1
	Radio System Compatibility Voice	Radio Voice System Compatibility	[Text]	4.13.2.5

UTP TCRC parameter		Vehicle parameter	Data format/content/explanation	ERATV reference
			The information should be provided in accordance with the EU rules	
*		GSM-R Voice and operational communication implementation	[Text]	4.13.2.6
*		GSM-R Radio Data communication on board and its Baseline	[Text] The information should be provided in accordance with the EU rules	4.13.2.7
	Radio System Compatibility Data.	Radio Data System Compatibility	[Text] The information should be provided in accordance with the EU rules	4.13.2.8
*		GSM-R Data communication application for ETCS and ATO implementation	[Text]	4.13.2.9
	GSM-R Voice SIM Card Home Network	Voice SIM Card GSM-R Home Network	[Text] The values in this field are those established by the Network Management Group (NMG) at UIC and published in the UIC document N-9018 GSM-R network names and codes. For reference consult the latest version of the UIC document	4.13.2.10
	GSM-R Data SIM Card Home Network.	Data SIM Card GSM-R Home Network	[Text] The values in this field are those established by the Network Management Group (NMG) at UIC and published in the UIC document N-9018 GSM-R network names and codes. For reference consult the latest version of the UIC document	4.13.2.11
	GSM-R Voice SIM card support of group ID 555.	GSM-R Voice SIM Card support of Group ID 555	[Y/N]	4.13.2.12
23.	CLASS B			
	Class B train protection legacy system	Class B or other train protection, control and warning legacy systems installed (system and, if applicable, version)	[Text] The information should specify the installed train protection system and version (if applicable)	4.13.1.5
	Class B radio legacy system	Class B or other radio legacy systems installed (system and, if applicable, version)	[Text] The information should specify the installed radio system and version (if applicable)	4.13.2.3
	AUTOMATIC TRAIN OPERATION (ATO)			
*		On-board ATO system version	[Text] The information should be provided in accordance with the EU rules	4.13.3.1
*		On-board ATO implementation	[Text] The information should be provided in accordance with the EU rules	4.13.3.2
	DERAILMENT DETECTION AND PREVENTION FUNCTIONS			
*		Presence and type of derailment detection and prevention function(s)	[Text] (UTP WAG – 4.2.3.5.3 Derailment detection and prevention function)	4.15.1
*		Presence of derailment prevention and detection function	[Y/N]	4.15.2
*		Presence of derailment prevention and detection signal processing	[Y/N]	4.15.3



CERTIFICATE OF OPERATION

Seal/Stamp of the
Competent Authority

proving that this vehicle has been technically admitted according to COTIF 1999 (APTU UR & ATMF UR)

Certificate ID (EIN format):

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Note: The numbers in the last column correspond to the parameter numbering in Annexes 1 and 4 of the OTIF specifications for vehicle registers and are provided for reference purposes only.

Admission case: [Initial admission/Complementary admission/Admission in conformity to type/Admission of a renewed vehicle]		
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Identification of the vehicle

Unique vehicle number (EVN):		1.1
If group of objects, until number:		
Previous vehicle number (if any):		1.2.
Category of vehicle: [Freight wagon/Carriage/Locomotive/Train set (passenger)/Other]		
If rake, number of units:		
Short description or code (e.g. Hbis):		

If this certificate is based on a Design Type Certificate

Vehicle Type ID:		
Vehicle Type name:		

State of registration

Contracting State of registration:		
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Additional conditions

Additional conditions applicable to the vehicle:		4.1
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Manufacturer

Organisation name:		
Registered business number:		
Address:		
E-mail address:		
Organisation code (if any) ⁽¹⁾ :		
Phone (incl. country code):		
Web address:		
Application reference:		
Year of manufacture:		5.1
Manufacturing serial number:		5.2

ERATV reference:		5.3
Series:		5.4

- ⁽¹⁾ An organisation code is a unique identifier consisting of four alphanumeric characters. An organisation code is linked to the name, the contact data and the type of activity of an organisation. Organisation codes for organisations whose activities are subject to European Union law are assigned in accordance with European Union law.

Applicant (in the meaning of Article 10 of the ATMF UR)

Organisation name:		6.3.1.
Registered business number:		6.3.2.
Address:		6.3.3.
E-mail address:		6.3.7
Organisation code (if any):		6.3.8
Phone (incl. country code):		
Web address:		
Application reference:		

Owner (different from the keeper)

Organisation name:		7.1.
Registered business number:		7.2.
Address:		7.3.
E-mail address:		7.7
Organisation code (if any):		7.8
Phone (incl. country code):		
Web address:		
Application reference:		

Keeper

Organisation name:		8.1.
Registered business number:		8.2.
Address:		8.3.
E-mail address:		8.7
Organisation code (if any):		8.8
Phone (incl. country code):		
Web address:		
VKM code:		8.9

Entity in charge of maintenance (ECM)

Organisation name:		9.1.
Registered business number:		9.2.
Address:		9.3.
E-mail address:		9.7

**OTIF****CERTIFICATE OF OPERATION**Seal/Stamp of the
Competent Authority

Organisation code (if any):		9.8
Phone (incl. country code):		
Web address:		
ECM certificate ID/EIN Number:		
Validity period		
From [dd.mm.yyyy]:		
Until [dd.mm.yyyy]:		

Vehicle registration status

Registered in vehicle register [dd.mm.yyyy]:		
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Issuing competent authority

Name:		11.1.
Contracting State which issued the certificate:		11.2.
Address:		
Phone (incl. country code):		
E-mail:		
Web address:		

Area of use

Free circulation according Art. 6 § 3 of the ATMF UR? [Y/N]. If yes, indicate the UTP points on which this free circulation is based (e.g. point 7.1.2 of the UTP WAG 2025).		
If not suitable for free circulation, list of states where the vehicle is admitted ⁽²⁾ :		

⁽²⁾ The Certificates of Operation of vehicles confirmed as identical to this design type shall cover an area of use including the specified Contracting States.

Validity of the certificate of operation

Date of admission [dd.mm.yyyy]:		11.5.
Admission valid until (if specified) [dd.mm.yyyy]:		11.6.

Reference to prior certificate of operation (if any)

Date [dd.mm.yyyy]:		
Issuing state:		
Prior certificate of operation ID:		

Conditions for vehicle admissions according to type

Operating limitations (if any):		
Conditions for use and other restrictions (if any):		11.9.
Remarks (if any):		

Name: _____ Function/title: _____

Date: _____

Place: _____

Signature: _____

Seal/Stamp
of the Competent Authority

Obligatory annexes (integrated parts of the certificate)

(Each of the annexes must be clearly marked with the applicant's reference number and certificate ID and must be authenticated by an official seal, name, date and signature for paper documents, or a digital validity mark, name and date for digital documents, by an authorised staff member of the competent authority issuing the certificate)

1. All the information as specified in the rules on uniform formats of certificates, Annex C to the ATMF UR,
2. The technical file (with the content as specified in UTP GEN-C),
3. A list of the assessing entities and the assessment modules applied (as prescribed in UTP GEN-D), together with corresponding assessment reports (in accordance with UTP GEN-D), certificates and declarations (verifications of conformity with UTP and applicable national rules) and the quality management system approval (if any), insofar as these documents are not included in or annexed to the technical file,
4. Risk assessment reports (in accordance with UTP GEN-G), if any,
5. Copy of a certificate(s) of the additional admission(s) of this vehicle issued by other Contracting States.

Note: The annexed copies of the additional national admissions determine which CSs are covered by this certificate.

Vehicle data to be recorded for the Certificate of Operation

Explanation:

1. The column “Vehicle register” and the number in the first column correspond to Annex I of the Specification for vehicle registers. Where the first column is marked “*”, there is no corresponding parameter in the Specification for vehicle registers.
2. The column “Parameter” is based on the EU’s Commission Implementing Decision 2011/665/EU of 4 October 2011 as last amended on 8 September 2023 on the European register of authorised types of railway vehicles (ERATV). Where this column is marked “(idem)”, it means that the term used in the Specification for vehicle registers is the same as in the ERATV.
3. The column “Data format/content/explanation”, provides information as to how the parameter should be recorded.
4. The last column makes reference to the numbering in Table 2 of the ERATV. If a cell is marked “*”, it means that the parameter is not covered by ERATV.
5. Not all parameters apply to all types of vehicles.

Vehicle register	Parameter	Data format/content/explanation	ERATV reference
1	VEHICLE IDENTIFICATION		
*	Type number	[number]	0.1
*	Variant included in this type	[alphanumeric]	0.2
*	Versions included in this type.	[alphanumeric]	0.4
*	Type name	[Text]	1.1
*	Alternative type name	[Text]	1.2
1.1	Unique Vehicle Number (EVN)	[number]	*
1.2	Previous vehicle number	[number]	*
2	STATE OF REGISTRATION		
2.1	Contracting State of registration	[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	*
3	STATES WHERE THE VEHICLE IS ADMITTED		
3.1	Resulting area of use	Area of use [All OTIF CSs] or [list of two-letter country codes of CSs where the vehicle is admitted] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	3.0
*	Contracting State of admission	[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	3.1.1
4	ADDITIONAL CONDITIONS		
4.1	Additional conditions applicable to the vehicle	[Text]	*
5	MANUFACTURING		
*	Name of organisation	[Text]	1.3.1.1
*	Registered business number	[Text]	1.3.1.2

Vehicle register		Parameter	Data format/content/explanation	ERATV reference
*		Organisation code	[Alphanumeric code]	1.3.1.3
*		Address of organisation, street and number	[Text]	1.3.2.1
*		Town	[Text]	1.3.2.2
*		Country code	[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	1.3.2.3
*		Postcode	[Alphanumeric code]	1.3.2.4
*		E-mail address	[E-mail]	1.3.2.5
*		Category	(Select category): [Traction vehicle/Hauled passenger vehicle/Freight wagon/Special vehicle]	1.4
*		Subcategory	(Select subcategory): - for traction vehicles: [Locomotive/Power Unit/Self-Propelled Trainset/Railcar/Shunter/Tram-Train/Other] - for hauled passenger vehicles: [Coach/Van/Car carrier/Driving coach/Driving van/Fixed rake of coaches/Other] - for freight wagons: [Freight wagon/Fixed rake of freight wagons/Separate rail bogies connected to compatible road vehicles] - for special vehicles: [On-track machines/Infrastructure inspection vehicles/Environment vehicles/Emergency vehicles/Road-rail vehicles]	1.5
5.1	Year of manufacture		[YYYY]	*
5.2	Manufacturing serial number		[number]	*
5.3	ERATV Reference		[Text]	
*		Date of record in ERATV	[date]	0.3
5.4	Series		[Text]	
6	REFERENCES TO UTP DECLARATIONS OF VERIFICATION			
6.1	Date of declaration		[date]	
6.2	UTP declaration reference	Reference to the written declaration by the proposer referred to in UTP GEN-G	[Text]	3.1.3.1.7
*		Conformity with UTPs	[Y/N/Partial/Not applicable] List all vehicle-related UTPs (include compliance with both those in force and those that were previously in force)	2.1
*		UTP certificate of verification: reference of type examination certificates (if module SB applied) and/or design examination certificates (if module SH1 applied)	[Text] (possible to indicate several certificates, e.g. certificate for rolling stock subsystem)	2.2
*		Applicable specific cases (specific cases, conformity with which has been assessed)	[Y/N] for all applicable specific cases in relevant UTPs	2.3
*		Sections of UTP not complied with	Indicate non-compliance with sections of all relevant UTPs	2.4

Vehicle register		Parameter	Data format/content/explanation	ERATV reference
*		Certificate of verification: reference of type examination or design examination type	[Text] (Possible to indicate several certificates, e.g. certificate for rolling stock subsystem)	3.1.3.1.4
*		Parameters for which conformity with applicable national rules has been assessed	[Text] Description of the parameters, assessment results and their consequences for interoperability	3.1.3.1.5
*		Comments	[Text]	3.1.3.1.6
6.3	APPLICANT IN THE MEANING OF ARTICLE 10 OF ATMF			
6.3.1	Organisation name		[Text]	*
6.3.2	Registered business number		[Text]	*
6.3.3	Address		[Text]	*
6.3.4	Town		[Text]	*
6.3.5	Country code		[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	*
6.3.6	Postcode		[Alphanumeric code]	*
6.3.7	E-mail address		[E-mail]	*
6.3.8	Organisation code		[Alphanumeric code]	*
7	OWNER			
7.1	Organisation name		[Text]	*
7.2	Registered business number		[Text]	*
7.3	Address		[Text]	*
7.4	Town		[Text]	*
7.5	Country code		[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	*
7.6	Postcode		[Alphanumeric code]	*
7.7	E-mail address		[E-mail]	*
7.8	Organisation code		[Alphanumeric code]	*
8	KEEPER			
8.1	Organisation name		[Text]	3.1.3.1.2.1.1
8.2	Registered business number		[Text] (if available)	3.1.3.1.2.1.2
8.3	Address	Street and number	[Text]	3.1.3.1.2.2.1
8.4	Town		[Text]	3.1.3.1.2.2.2
8.5	Country code		[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	3.1.3.1.2.2.3
8.6	Postcode		[Alphanumeric code]	3.1.3.1.2.2.4
8.7	E-mail address		[E-mail]	3.1.3.1.2.2.5
8.8	Organisation code		[Alphanumeric code]	3.1.3.1.2.1.2
*		Authorisation document reference	[Text] (EIN format)	3.1.3.1.3
8.9	Vehicle Keeper Marking		[Text]	*

Vehicle register		Parameter	Data format/content/explanation	ERATV reference
9	ENTITY IN CHARGE OF MAINTENANCE			
9.1	Organisation name		[Text]	
9.2	Registered business number		[Text]	
9.3	Address		[Text]	
9.4	Town		[Text]	
9.5	Country code		[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	
9.6	Postcode		[Alphanumeric code]	
9.7	E-mail address		[E-mail]	
9.8	Organisation code		[Alphanumeric code]	
10	REGISTRATION STATUS			
10.1	Registration status (see Annex 3)		[Valid/Suspended/Withdrawn]	
10.2	Registration status date		[date]	
10.3	Registration status reason		[Text]	
11	ADMISSION TO INTERNATIONAL TRAFFIC			
11.1	Name of the Competent Authority		[Text]	
11.2	Contracting State which issued the Certificate of Operation		[two-letter country code] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	
11.3	Unique identification number (EIN)		[Number]	
11.4	Area of use		[All OTIF CSs] or [list of CSs where the vehicle is admitted (two-letter country codes)] In accordance with ISO 3166-1, except for the United Kingdom, for which country code is UK	
11.5	Date of admission to international traffic	Date of the first admission	[date]	3.1.3.1.1
*		Status	[Text] + [date] (Possible options: [Valid/Suspended/Revoked/to be renewed])	3.1.2.1
11.6	Admission valid until (if specified)	Validity of admission (if defined)	[date]	3.1.2.2
11.7	Date of suspension of Certificate of Operation		[date]	
11.8	Date of revocation of Certificate of Operation		[date]	
11.9.1	Coded conditions for use and other restrictions	(Idem)	[Code] In accordance with Annex 5 to OTIF's Specifications for vehicle registers	3.1.2.3
11.9.2	Non-coded conditions for use and restrictions	(Idem)	[Text]	3.1.2.4