



Organisation intergouvernementale pour les transports internationaux ferroviaires
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Groupe de travail TECH
Arbeitsgruppe TECH
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Analysis of the need to update the UTP Marking

1. CONTENT OF THE UTP MARKING

Since its initial version of 1 January 2015, the UTP Marking has governed the marking of rail vehicles used in international traffic. The latest version is the UTP Marking 2021, which came into force on 1 April 2021. The UTP Marking requirements are applicable to all existing and new vehicles. The UTP Marking has 18 sections, which include general requirements for vehicle numbers and signs (to identify the vehicle and to indicate its characteristics), the vehicle keeper's marking codes (to identify the keeper) and codes of the countries in which the vehicle is registered and is permitted to run.

At the time of its adoption, the UTP Marking 2021 was 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.
- 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as last amended by Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 (Decision 2007/756/EC was repealed with effect from 16 June 2021)².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, several of these EU provisions have been modified. The UTP Marking should therefore be checked against the latest EU provisions and, where necessary, be modified accordingly.

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

1.1 SECTIONS 1 TO 6

The latest amendments to the OPE TSI are from 10 August 2023 (Commission Implementing Regulation (EU) 2023/1693). Among other things, these amendments harmonise the operational rules of the European Rail Traffic Management System (ERTMS), define the interface requirements for ERTMS-related communication between infrastructure managers and railway undertakings (including their rule and route books) and close some open points and specific cases. These amendments do not affect the requirements relevant to the UTP Marking, as listed in Appendix H of OPE TSI.

Action: the references to the OPE TSI should be modified to read “Commission Implementing Regulation (EU) No 2019/773, as last amended by Commission Implementing Regulation (EU) 2023/1693”. Substantive changes are not necessary.

1.2 SECTIONS 7 TO 13

With effect from 16 June 2021, Commission Implementing Decision (EU) 2018/1614 (concerning the European vehicle register) repealed Decision 2007/756/EC (concerning the national vehicle registers).

However, Decision (EU) 2018/1614 took over from Decision 2007/756/EC the requirements that are relevant to the UTP Marking. This means that sections 7 to 18 of UTP Marking are still aligned with the latest EU provisions.

Action: the references to Decision 2007/756/EC should be replaced by references to “Commission Implementing Decision (EU) 2018/1614”. Substantive changes are not necessary.

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.

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.

1.3 SECTIONS 14 TO 18

Sections 14 to 18 of the UTP Marking contain tables and documents that are also published on ERA's website. These tables and documents cover standard numerical markings, codes and letters for various types of vehicles. Owing to the large quantity of data, some information on ERA's website is not taken over in the UTP. In particular, this concerns tables that correlate wagon characteristics to digits 5 to 8 of the EVN (section 14). These tables are applicable by reference to ERA's website³.

- a) Standard numerical markings of wagons (section 14) refers to the list of numbers published on ERA's website: *Assignment of EVN – Appendix 6 Part 9 – Standard numerical marking of wagons*, as last amended on 20 March 2024.

This section relates to digits 5 to 8 of the EVN. For wagons, this concerns the technical characteristics of the wagons. This is based on an intricate system of letter codes that correlates to the four digits. The link between the letter code and the four digits is provided by tables published on ERA's website. It would be helpful if the UTP Marking provided some guidance and explanations in this regard.

Action: no action required with regard to the legal provision, as the changes to the ERA document since the adoption of the UTP Marking 2021 do not affect alignment with the UTP. Some information could 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.

- b) Codes for hauled passenger stock (section 15) consists of two tables: codes for the technical characteristics and codes for the general characteristics of the hauled passenger stock. The last update to ERA document: *Assignment of EVN – Appendix 6 Part 10 – Codes for the technical characteristics of hauled passenger stock* was on 11 December 2014.

Action: no action required as the latest changes predate the UTP Marking 2021.

- c) Codes for the technical characteristics of the special vehicles (section 16) is copied from ERA document: *Assignment of EVN – Appendix 6 Part 11 – Codes for the technical characteristics of special vehicles*, last updated on 20 January 2014.

Action: no action required as the latest changes predate the UTP Marking 2021.

- d) Letter marking for wagons excluding articulated and multiple wagons (section 17) is copied from ERA document: *Assignment of EVN - Appendix 6 Part 12 – Letter marking for wagons*. The ERA document was last updated on 5 September 2019.

Action: no action required as the latest changes predate the UTP Marking 2021.

- e) Letter markings for hauled passenger stock (section 18) is copied from ERA document: *Assignment of EVN – Appendix 6 Part 13 – Letter marking for hauled passenger stock*. The ERA document was last updated on 20 January 2014.

Action: no action required as the latest changes predate the UTP Marking 2021.

2. REQUIRED MODIFICATIONS

The above analyses shows that the recent modifications to the EU provisions on which the 2021 version of the UTP Marking was based do not affect equivalence with the UTP Marking. Therefore, there is no need to modify the legal substance of the UTP Marking.

³ All documents concerning the *Assignment of EVN* Appendix 6 can be found on ERA's website: https://www.era.europa.eu/domains/registers/evr_en

Two references in the UTP Marking to EU provisions should, however, be updated. Firstly, the references to Appendix H of OPE TSI should be modified to read “*Commission Implementing Regulation (EU) No 2019/773, as last amended by Commission Implementing Regulation (EU) 2023/1693*”. Secondly, the references to Decision 2007/756/EC should be modified to read “*Commission Implementing Decision (EU) 2018/1614*”.

Furthermore, 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.

When making these changes, editorial improvements and clarifications should also be made.

Lastly, 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”.

3. NEXT STEPS

The Secretariat prepared working document TECH-24024 in accordance with this analysis.

The draft modifications to the UTP Marking as set out in document TECH-24024 should be reviewed by WG Tech and should subsequently be proposed for adoption by the Committee of Technical Experts in June 2025.