



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-19019

20.08.2019

Original: EN

**TO THE MEMBER STATES OF OTIF AND TO REGIONAL
ORGANISATIONS WHICH HAVE ACCEDED TO COTIF**

**Vote using the written procedure in accordance with Article 21 § 3
of the Rules of Procedure**

- Modification of the NVR Specification
- Modification of Appendix 1 to the UTP TAF (telematic applications for freight)

1. INTRODUCTION

Agenda items 5.1 and 5.2 of the 12th session of the Committee of Technical Experts (Bern, 12-13 June 2019) dealt with modifications to the NVR Specification and Appendix 1 to the UTP TAF.

The EU was not able to vote on these agenda items at the session and as a consequence, the Committee could not take decisions on these agenda items. Delegates discussed the proposed amendments set out in documents TECH-19001-CTE12-5.1 and TECH-18037-CTE12-5.2 and had no further comments on the proposals.

The meeting agreed to vote using the written procedure in accordance with Article 21 of the Committee's Rules of Procedure. The OTIF Secretariat was requested to prepare a vote using the written procedure with a three month deadline for votes.

2. PREPARATORY WORK AND PROPOSALS

The proposals, together with their context, substance and justifications, are set out in:

Annex 1: Modification of the NVR Specification

Annex 2: Modification of Appendix 1 to the UTP TAF (telematic applications for freight)

3. VOTE USING THE WRITTEN PROCEDURE

In accordance with Article 21 § 3 of the Committee's Rules of Procedure¹, the Chair of the Committee may conduct a vote by written procedure. In accordance with Article 16 § 1 of COTIF, states eligible to vote are those which have not made a declaration of non-application pursuant to Article 42 § 1 of COTIF in respect to Appendix F (APTU UR). A list of states eligible to vote is at **Annex 3**.

The Committee decided at its 12th session that the deadline for written votes would be at least three months after the date of this circular.

In accordance with Article 6 § 4 of the Agreement of 23 June 2011 between the European Union and OTIF on the accession of the European Union to COTIF, the European Union informed the Secretary General regarding the exercising of voting rights. This information is at **Annex 4**.

The representatives of those Member States that are entitled to vote are asked to fill in and sign the voting slip at **Annex 5** and return it to the Secretary General. The voting slip should be received by e-mail, fax or post by

Saturday, 30 November 2019

at the latest.

A vote using the written procedure is subject to the same rules concerning quorum and majority as a vote that takes place in a session of the Committee of Technical Experts (see Article 20 and Article 21 § 1 of the Rules of Procedure).

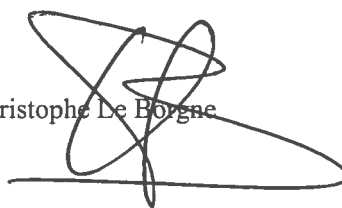
¹ The Rules of Procedure of the CTE are available on OTIF's website: http://otif.org/en/?page_id=73

The Secretary General will acknowledge receipt of each vote and notify the members of the Committee of the results of the written procedure.

Yours faithfully,

The Chair of the Committee of Technical Experts

Christophe Le Borgne

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke at the bottom, positioned over the printed name 'Christophe Le Borgne'.

Annexes:

1. Proposal for modification of the NVR Specification
2. Proposal for modification of Appendix 1 to the UTP TAF
3. List of states eligible to vote
4. Information from the European Union concerning the exercising of voting rights
5. Voting slip



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**TECH-19019
Annex 1**

Original: EN

National Vehicle Register (NVR)

Proposal for modifications to the OTIF NVR specifications

1. INTRODUCTION

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

Following the decisions related to the NVR specifications taken by the CTE at its 5th and 7th sessions (Bern, 23-24 May 2012 and Bern, 4-5 June 2014 respectively) the specifications to be applied by Contracting States when establishing vehicle registers are set out in the Annex to document NVR 2015 (OTIF Register system – Rolling Stock, National Vehicle Registers) that entered into force on 1.1.2015. In addition to these specifications, the decisions 2, 3 and 4 of the document A 94-20/2.2012 dated 01.03.2013 remain in force and read:

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

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

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

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

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

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

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

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

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

2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

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

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

The modifications are presented in the Annex to this document as track changes compared with the Annex to document NVR 2015.

3. PREPARATORY WORK

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

4. JUSTIFICATION FOR THE AMENDMENTS

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

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

5. PROPOSAL FOR DECISION

1. In accordance with Article 20 § 1 e) and Article 35 of COTIF and Article 13 §§ 1, 4 and 5 of the ATMF Uniform Rules, the Committee of Technical Experts adopts the NVR specifications set out in the Annex to this document and repeals document NVR 2015.
2. The Committee of Technical Experts requests the Secretary General to publish the specifications mentioned under point 1 on OTIF's website and to inform the Contracting States thereof.

3. The Committee of Technical Experts reminds those Contracting States which have not established their NVR or have not connected it to the Virtual Vehicle Register (VVR) that in accordance with decisions taken by the Committee at its 5th and 7th sessions:
 - Each Contracting State must establish a computer-based NVR according to the common specifications which authorised representatives from competent authorities and stakeholders should be able to consult. The NVR must list all vehicles admitted to international operations by the state concerned. Each vehicle shall be identified by a unique vehicle number (EVN).
 - Each Contracting State was required to have implemented its NVR by 1.9.2013, at the latest.
 - All NVRs must be linked to the central VVR which is provided by the European Union Agency for Railways (ERA). The VVR must allow users to search all NVRs through a single portal and enable exchange of data between national NVRs.
 - Each Contracting State was required to provide a link to the VVR by 1.12.2013, at the latest.
 - The NVR has to be kept and updated by a national registering entity.
 - The Secretary General of OTIF and ERA shall cooperate in order to make sure that the NVR architectures implemented in the EU and in OTIF are interconnected in order to allow an adequate exchange of data.
4. The Committee of Technical Experts requests Contracting States which have not implemented their NVR to do so without delay and requests those Contracting State which have not provided a link to the VVR to do so without delay.

ANNEX

Specification of the NVR

1. DATA

The following list presents the data elements to be included in the NVR, their format and whether the data shall be compulsory or optional.

The element numbering follows the logic of the proposed standard registration form in Appendix 4.

In addition, field(s) for comments may be added such as identification of vehicles under investigation (see section 3.4).

Where country codes are indicated as ISO, they are in principle according to ISO 3166 (the 2 letter code) with some exceptions for Greece and United Kingdom; the letter codes to be used are indicated in Appendix 2, table 1.

| 1. | Vehicle Number | | Compulsory |
|----------------|--|---|-------------------|
| Content | Unique vehicle number as defined in UTP Marking ⁽¹⁾ | | |
| Format | 1.1. | Number | 12 digit (*) |
| | 1.2. | Previous number (if applicable, for renumbered vehicle) | 12 digit (*) |

(*) The 8 digit numbering system of the Council of railway Transport of the Commonwealth of independent States (CIS) might also apply.

| 2. | Contracting State and Authorising Competent Authority | | Compulsory |
|----------------|--|--|-------------------|
| Content | Identification of the State where the vehicle has been authorised first and the authorising competent authority. For vehicles coming from a third country, the MS where it was authorised first. | | |
| Format | 2.1. | State numeric code as defined in Appendix 2, table 1 | 2 digit code |
| | 2.2. | Name of the authorising authority | Text |

| 3. | Manufacturing year | | Compulsory |
|----------------|---|--------------------|-------------------|
| Content | The year in which the vehicle left the factory. | | |
| Format | 3. | Manufacturing year | YYYY |

| 4. | EU-/OTIF reference | Compulsory (when available) | |
|----------------|---|--|-------------------|
| Content | Reference to the declaration of verification, <u>if any</u> , and the issuing body (the applicant) ⁽²⁾ | | |
| Format | 4.1. | Date of declaration, <u>if any</u> | Date |
| | 4.2. | EU-/OTIF-reference, <u>if any</u> | Text |
| | 4.3. | Name of issuing body (applicant) | Text |
| | 4.4. | Registered business number | Text |
| | 4.5. | Address of the organisation, street and number | Text |
| | 4.6. | Town | Text |
| | 4.7. | Country code | ISO |
| | 4.8. | Post code | Alphanumeric code |

| 5. | Reference to the Register of Authorised Types | Compulsory ⁽³⁾ | |
|----------------|---|---|-------------------|
| Content | Reference to the Central Register of Authorised Types (5.0) ⁽⁴⁾ or, as long as this register is not yet available, reference may be made to the entity in charge of the register where the technical data of the vehicle can be found (5.1 to 5.6) | | |
| Format | 5.0 | Reference allowing retrieval of the relevant technical data from the Central Register of Authorised Types | Alphanumeric code |
| | 5.1. | Entity in charge of the register | Text |
| | 5.2. | Address of the entity, street and number | Text |
| | 5.3. | Town | Text |
| | 5.4. | Country code | ISO |
| | 5.5. | Post code | Alphanumeric code |
| | 5.6. | E-mail address | E-mail |
| | 5.7. | | |

| 5bis. | Series | | Optional |
|----------------|--|--------|-----------------|
| Content | Identification of a series, if the vehicle is part of a series | | |
| Format | 5bis. | Series | Text |

| 6. | Restrictions | | Compulsory |
|----------------|---|--|-------------------|
| Content | Any restrictions on how the vehicle may be used | | |
| Format | 6.1. | Coded restrictions (see Appendix 1) | Code |
| | 6.2. | Non coded restrictions | Text |

| 7. | Owner | | Compulsory |
|----------------|--|---|-------------------|
| Content | Identification of the owner of the vehicle | | |
| Format | 7.1. | Name of the organisation | Text |
| | 7.2. | Registered business number | Text |
| | 7.3. | Address of the organisation, street and number | Text |
| | 7.4. | Town | Text |
| | 7.5. | Country code | ISO |
| | 7.6. | Post code | Alphanumeric code |

| 8. | Keeper | | Compulsory |
|----------------|---|---|-------------------|
| Content | Identification of the keeper of the vehicle | | |
| Format | 8.1. | Name of the organisation | Text |
| | 8.2. | Registered business number | Text |
| | 8.3. | Address of the organisation, street and number | Text |
| | 8.4. | Town | Text |
| | 8.5. | Country code | ISO |
| | 8.6. | Post code | Alphanumeric code |
| | 8.7. | VKM (if available) | Alphanumeric code |

| 9. | Entity in charge of maintenance (ECM) | | Compulsory |
|----------------|--|--|-------------------|
| Content | Reference to the entity in charge of the maintenance | | |
| Format | 9.1. | Entity in charge of the maintenance | Text |
| | 9.2. | Registered business number | Text |
| | 9.3. | Address of the entity, street and number | Text |
| | 9.4. | Town | Text |
| | 9.5. | Country code | ISO |
| | 9.6. | Post code | Alphanumeric code |
| | 9.7. | E-mail address | E-mail |

| 10. | Withdrawal | | Compulsory when applicable |
|----------------|--|-----------------------------------|-----------------------------------|
| Content | Date of official scrapping and/or other disposal arrangement and the code for the withdrawal mode. | | |
| Format | 10.1. | Mode of disposal (see Appendix 3) | 2 digit code |
| | 10.2. | Withdrawal date | Date |

| 11. | States where the vehicle is authorised | | Compulsory |
|----------------|---|---|-------------------|
| Content | List of the States where the vehicle is admitted to operation. ⁽⁵⁾ | | |
| Format | 11. | State: numeric code as defined in Appendix 2, table 1 | List |

| 12. | Authorisation number | | Compulsory |
|----------------|--|----------------------|---|
| Content | Harmonised authorisation number for admission to operation (placing into service), generated by the authorising competent authority. | | |
| Format | 12. | Authorisation number | Existing vehicles: text New vehicles: Alphanumeric code based on EIN, see Appendix 2. |

| 13. | Admission to operation | | Compulsory |
|----------------|---|--|-------------------|
| Content | Date of admission to operation of the vehicle and its validity ⁽⁶⁾ | | |
| Format | 13.1. | Date of the admission | Date (YYYYMMDD) |
| | 13.2. | Admission valid until (if specified) (the indicated date is included) | Date (YYYYMMDD) |
| | 13.3. | Suspension of admission | Yes/No |

- (1) In OTIF Contracting States, this numbering system is used for both high-speed and conventional vehicles. EU: see Commission Decision 2012/757/EU.
- (2) In COTIF the issue of a “UTP declaration of verification” is VOLUNTARY; if issued the format in Annex 2 to UTP GEN-D shall be used. See also the note *) in Appendix 4, point 4 to this NVR specification.
- (3) For vehicles admitted as identical to a type authorised in accordance with Article 6 of ATMF. EU: - with Article 26 of Directive 2008/57/EC.
- (4) EU: The register provided for in Article 34 of Directive 2008/57/EC, called ERATV.
- (5) The list shall include the States which initially registered the vehicle. This element is only to be updated in the NVR of that State.
- (6) EU: Authorisation issued in accordance with Chapter V of Directive 2008/57/EC or authorisation issued in accordance with the authorisation regimes that existed before the transposition of Directive 2008/57/EC.

2. ARCHITECTURE

2.1 The EU global NVR architecture

The NVR registers are being implemented in the EU by means of a decentralised solution¹. The objective is to implement a search engine on distributed data, using a common software application, which allows Users to retrieve data from all the Local Registers (LR) in the Member-Contracting States.

NVR data is stored at national level and will be accessible by using a web-based application (with its own web address).

The European Centralised Virtual Vehicle Register (EC VVR) is composed of two sub-systems:

- the Virtual Vehicle Register (VVR), which is the central search engine in the European Railway Agency
- the National Vehicle Register(s) (NVR), which are the LR in the EU Member States.

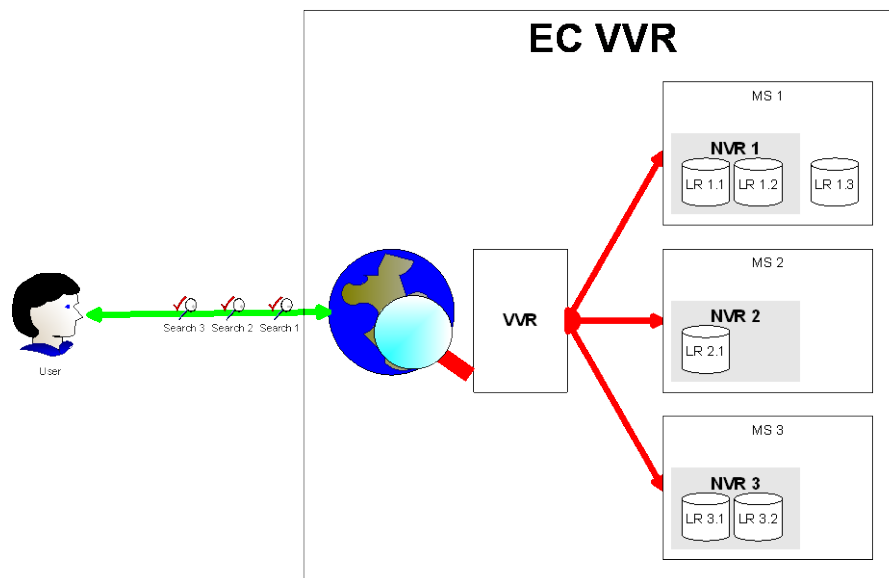


Figure 1 – EC-VVR architecture

This architecture is based on two complementary sub-systems that enable searches on data which are stored locally in all EU MS and consists of:

- establishing computerised registers at the national level and opening them to cross-consultation;
- replacing paper registers by computerised records. This will allow the EU MS to manage and share information with other EU MS;
- allowing connections between the NVRs and the VVR, using common standards and terminology.

The main principles of this architecture are:

- all NVRs will become part of the computer based, network system;
- all connected States when accessing the system will view the common data;
- double registration of data and related possible errors will be avoided once the VVR has been established;
- up-to-date data.

¹ From 16 June 2021, NVRs would be discontinued in the EU and replaced by the central EVR.

2.2 The OTIF global NVR architecture

Contracting States which are not EU Member States and which are not subject to EU legislation due to other international agreements will have the choice ~~among of two~~^{three} solutions:

- (a) setting up their own NVR by means of the standard NVR software developed by the European Rail Agency. These NVRs will be connected to the EC VVR by means of the standard protocol included in the standard package;
- (b) setting up their own NVR by means of an own developed software. These NVRs will have to be connected to the EC VVR by means of a translation engine to be developed by the Contracting State. This solution may not impose a modification to the existing EC VVR.
- ~~(c) asking the Secretary General to set up and maintain their NVR. In this solution the Secretary General shall set up a "multiple" NVR by means of the standard NVR software and shall connect it to the EC VVR in such a way that full exchange of data between EU and non EU NVRs is possible. The Secretary General may apply the standard NVR software from the European Railway Agency or develop software (translation engine to the VVR inclusive) on his own. The SG may in both cases develop interfaces to the REs in those non EU OTIF Member States that have chosen to keep their data in the central SG "multiple" NVR in order that they can update their NVR records.~~

2.3 Registration Entity

- (a) Each Competent Authority shall designate a Registration Entity [independent of any railway undertaking] which shall be responsible for processing applications and updating the data on vehicles registered in the state concerned.
- (b) Registration Entities shall cooperate and share information in order to coordinate changes in their vehicle registers.
- (c) Contracting States which do not apply EU law shall inform the Secretary General without delay of their Registration Entity's contact details, or any changes thereto.
- ~~(b)~~(d) The Secretary General of OTIF shall publish a list of Registration Entities and the e-mail addresses at which they can be contacted.

3. OPERATING MODE

3.1 The use of the NVR

The NVR shall be used with the following purposes:

- Record of authorisation
- Record of the unique vehicle number (EVN) allocated to vehicles,
- Looking for OTIF wide (including EU), brief information related to a particular vehicle,
- Follow up legal aspects like obligations and juridical information,
- Information for inspections mainly related to safety and maintenance,
- Enable contact with the owner, the keeper and the ECM (Entity in Charge of Maintenance),
- Cross-check some safety requirements before issuing Safety Certificate (in the EU),
- Follow up a particular vehicle.

3.2 Application forms

3.2.1 Application for registration

The form ~~to be used is~~ in Appendix 4 shall be used for the application for registration.

The entity applying for a vehicle registration shall ticks in the box corresponding to “New registration” box. It ~~then shall fill~~ in the ~~first part of the form with all the necessary information from item N° 2 to item N° 9 & item N° 11~~ and ~~then forwards send~~ it to the:

- RE (~~Registering Entity~~) of the Contracting State where registration is sought, making sure that all fields are filled in,
- RE of the first Contracting State where it intends to operate, for a vehicle coming from a third country state which is not a Contracting State [see point 3.2.5(2)]. In this case the form shall contain at least information identifying the owner of the vehicle and the keeper, the restrictions on how the vehicle may be used and, the entity in charge of maintenance.

3.2.2 Registering a vehicle and issuing a Vehicle Number.

In the case of first registration, the RE concerned issues the Vehicle Number.

It is possible to have an individual registration form per vehicle or a single form for a whole set of vehicles of the same series or order attached with a list of the vehicle numbers.

The RE shall take reasonable steps to ensure the accuracy of the data it enters in the NVR. To this end the RE can request information from other REs, in particular when the entity applying for registration in a State is not established in that State.

3.2.3 Changing one or more registration item(s)

The entity applying for a change of its vehicle registration item(s):

- ticks in the box corresponding to “Modification”,
- fills in the actual unique vehicle number (item N° 0),
- ticks in the box related to the modified item(s),
- indicate the new content of the modified item(s), and then forwards the form to the RE of any State where the vehicle is registered.

The use of the standard form might not be sufficient for certain cases. If necessary, the RE concerned may, therefore use additional documents either paper or electronic.

The registration holder shall immediately declare to the RE any modification to the data entered in the NVR, the destruction of a vehicle or its decision no longer to register a vehicle. Unless otherwise specified in the registration documents, the keeper of the vehicle is considered to be the “registration holder”.

Should a keeper change, it is the responsibility of the currently registered keeper to notify the RE and the RE has to notify the new keeper of the change of registration. The former keeper is only removed from the NVR and relieved of his responsibilities when the new keeper has acknowledged his acceptance of keeper status. If, on the date of de-registration of the currently registered keeper, no new keeper has accepted keeper status, the registration of the vehicle is suspended.

In cases where, in accordance with the UTP Marking, due to technical changes, the vehicle has to be given a new unique vehicle number, the registration holder shall inform of these changes and, if applicable, of the new admission of operation the RE of the Contracting State where the vehicle is registered. The RE shall assign to the vehicle a new unique vehicle number.

The RE shall register the changes in the NVR within 20 working days from the receipt of a complete application file. The RE shall, within this deadline, either register the vehicle or request correction/clarification.

3.2.3a — Transfer of registration

~~Until 31 December 2013, if a vehicle is sold or rented for a continuous period exceeding 6 months and if all technical characteristics under which the vehicle has been admitted to operation (authorised to be placed in service) remain unchanged, its unique vehicle number may be changed by re-registering the vehicle and withdrawing the first registration.~~

~~If this new registration concerns a Contracting State which is different from that of the first registration, the RE competent for the new registration may request a copy of the documentation related to the former registration.~~

~~A unique vehicle number may be changed without prejudice to the application of ATMF Article 6 (and Articles 21 to 26 of Directive 2008/57/EC) as far as the admission/authorisation procedures are concerned.~~

~~The administrative costs incurred by the change shall be covered by the applicant requesting the change.~~

3.2.4 Withdrawal of registration

The entity applying for a withdrawal of registration ticks in the box corresponding to “Withdrawal”. It then fills in the item N° 10 and forwards it to the RE of any State where the vehicle is registered.

The RE delivers the withdrawal registration by filling in the date of withdrawal and acknowledging the withdrawal to the said entity.

3.2.4a Withdrawal of redundant registrations

The keeper shall ensure that redundant registrations of vehicles pursuant to point 3.2.5 (1) are withdrawn from the NVR.

3.2.5 Admission/Authorisation in several States

- Vehicles shall be registered only in the NVR of the Contracting State where they are first admitted in operation in accordance with ATMF or authorised in accordance with EU law. This is without prejudice to the transfer of registration to a different NVR in accordance with point 3.2.6 (2).
- Vehicles entering the network of a Contracting State from a state which is not a Contracting State and which are not registered in a vehicle register connected to the EC VVR shall be registered only in the NVR of the first Contracting State where the vehicle is intended to be operated.
- ~~1. When a vehicle equipped with a driving cab already authorised and registered in one State is authorised in another Contracting State, it needs to be registered in the NVR of the latter Contracting State. However, in this case, only data related to Items 1, 2, 6, 11, 12 and 13 and, where relevant, data relating to the fields added to the NVR by the latter State have to be recorded, as these data only relate to the latter State.~~

~~This provision is applicable as long as the VVR and the link with all relevant NVRs are not fully operational, and during this period, the Registration Entities concerned shall exchange information in order to ensure that data relating to the same vehicle is consistent.~~

~~2. Vehicles not equipped with a driving cab, such as freight wagons, passenger coaches² and some special vehicles, are only registered in the NVR of the Contracting State where they are first admitted to operation.~~

~~3. For any vehicle, the NVR where it is first registered shall contains the data relating to items 2, 6, 12 and 13 for each of the Contracting States where an admission of operation in accordance with ATMF or an EU authorisation has been granted to this vehicle.³~~

~~This provision is without prejudice to the following:~~

- ~~– Contracting States shall register existing vehicles as provided for in section 4 of the Annex.~~
- ~~– Rolling stock placed in service for the first time in a Contracting State and intended to be used on networks of states which are not Contracting States as part of a common 1520 mm rail system wagon fleet shall be registered in both the NVR and the Information Database of the Council of Railway Transport of the Commonwealth of Independent States. In this case, the 8-digit numbering system may be applied instead of the numbering system specified in the Annex.~~
- ~~– Rolling stock placed in service for the first time in a state which is not a Contracting State and intended to be used in a Contracting State as part of the common 1520 mm rail system wagon fleet shall not be registered in the NVR, provided that it is possible to retrieve the relevant information listed in Article 14(5) (e), (d) and (e) from the Information Database of the CIS Council of Railway Transport⁴.~~

~~3.2.6 Transfer of registration and change of Unique Vehicle Number (EVN)~~

- ~~1. The EVN shall be changed when it does not reflect the interoperability capability or technical characteristics in accordance with Section 7 of the UTP MARKING or Appendix 6 of the EU NVR Specification due to technical modifications of the vehicle. Such technical modifications may require a new admission to operation or a new vehicle authorisation in accordance with EU law. The keeper shall inform the RE of the Contracting State where the vehicle is registered of those changes and, if applicable, of the new authorisation for placing in service or of a new authorisation for placing on the market. That RE shall assign the vehicle a new EVN.~~
- ~~2. The EVN may be changed at the request of the keeper through a new registration of the vehicle in the NVR of a different Contracting State connected to EC VVR and subsequent withdrawal of the old registration.~~
- ~~3. If this new registration concerns a Contracting State which is different from that of the first registration, the RE competent for the new registration may request a copy of the documentation related to the former registration.~~
- ~~4. The administrative costs incurred by the change shall be covered by the applicant requesting the change.~~

3.3 Access rights

The access rights to data of a NVR from a given State "XX" are listed in the table below, ~~in which the access codes are defined as follows:~~

| Access code | Type of access |
|------------------------|---|
| 0 | No access |
| 1 | Restricted consultation (conditions in column 'Read rights') |
| 2 | Unrestricted consultation |
| 3 | Restricted consultation and updating |
| 4 | Unrestricted consultation and updating in own NVR |

~~² Powered trainsets are not considered as passenger coaches.~~

~~³ If any vehicle already admitted in a non-EU OTIF-CS is registered in an EU-MS, the registration will also contain data relating to items 2, 6, 12 and 13 for each of the non-EU OTIF-CS where it is admitted. To this end, and as long as the connection between the ECVVR and the respective NVRs is not established, the Registration Holder informs the Registering Entity where the vehicle is first registered about all additional admissions/authorisations.~~

~~⁴ Retrievable information includes the following: the type of construction of the vehicle, identification of the owner of the vehicle and the keeper, and lastly, the restrictions on how the vehicle may be used.~~

| Entity | Definition | Read rights | Update rights | Item N ^o 7 | All other items |
|---|---|---|---|--------------------------|-----------------|
| <u>RE of Contracting State/ACA 'XX'</u> | Registration Entity/competent body in Contracting State 'XX' | All data | All data <u>in vehicle register of MCS 'XX'</u> | 4 | 4 |
| Other competent bodies/ACAs/REs | Other competent bodies, other authorising competent authorities and/or other Registration Entities | All data | None | 2 | 2 |
| <u>ERA Agency and OTIF SG</u> | <u>The European Union Agency for Railways (the Agency)</u> European Railway Agency and OTIF Secretary General | All data | None | 2 | 2 |
| Keepers | Vehicle Keeper | All data of vehicles for which it is keeper | None | 1 | 1 |
| <u>Fleet managers</u> | Managing vehicles as appointed by the / Keeper | Vehicles for which they have been appointed manager by the keeper | None | 1 | 1 |
| ECMs | Entities in charge of maintenance | All data, <u>except owner's references of to</u> vehicles for which he is the ECM | None | 0 | 1 |
| Owners | Owner of the vehicle | All data of vehicles for which they are the owners | None | 1 | 1 |
| RUs | Train Operator | All data, <u>except owner's references, based on one or more vehicle numbers</u> | None | 0 | 1 |
| IMs | Infrastructure Managers | All data, <u>except owner's references, based on one or more vehicle numbers</u> | None | 0 | 1 |
| IBs and RBs | Investigation and auditing bodies (designated by Contracting States) | All data for vehicles being checked or audited | None | 2 | 2 |
| <u>EC declaration of verification issuing body (the applicant)</u> | | <u>All data on vehicles of which it is the body issuing the EC declaration of verification (the applicant), except owner's references</u> | None | | |
| <u>Other legitimate users recognised by OTIF Secretary General, NSA or the Agency</u> ⁽¹⁾ | All casual users recognised by national competent bodies, OTIF Secretary General and ERA | <u>To be defined as appropriate, To define occasional, duration possibly could be limited, except owner's references</u> | None | 0 | 1 |

⁽¹⁾ The OTIF Secretary General shall, in cooperation with the Agency and Competent Authorities, define the procedure for recognising legitimate users.

The access rights to data of NVRs may be extended to relevant entities of the Contracting States which are party to APTU/ATMF UR or to other intergovernmental organisations.

3.4 Historical records

All data in the NVR must be retained for 10 years from the date a vehicle is withdrawn and de-registered. As a minimum, for the first three years data must be available on-line. After three years data may be kept either electronically, in paper form or any other archival system. If at any time during the 10-year period an investigation involving a vehicle or vehicles is started, data relating to these vehicles must be retained beyond the 10-year period if so required.

After withdrawal of a vehicle registration, none of the registration numbers assigned to the vehicle may be assigned to any other vehicle for 100 years from the date the vehicle is withdrawn.

Any changes in the NVR should be recorded. The management of the historical changes could be solved by IT technical functions.

4. EXISTING VEHICLES

4.1 Considered data content

Each of the 13 retained items has been considered in order to specify which of them are compulsory and which are not.

4.1.1 *Item N°1 – Vehicle Number (Compulsory)*

a) Case of vehicles already numbered with a 12 digit identification

Countries where there is a unique country code: the vehicles should keep their current number. The 12 digit number should be registered as such without any modification.

Countries where there are both a main country code and a specific code allocated formerly:

- Germany with the main country code 80 and the specific code 68 for AAE (Ahaus Alstätter Eisenbahn);
- Switzerland with the main country code 85 and the specific code 63 for BLS (Bern–Lötschberg–Simplon Eisenbahn);
- Italy with the main country code 83 and the specific code 64 for FNME (Ferrovie Nord Milano Esercizio);
- Hungary with the main country code 55 and the specific code 43 for GySEV/ROeEE (Győr-Sopron-Ebenfurti Vasút Részvénytársaság / Raab-Ödenburg-Ebenfurter Eisenbahn);
- Bosnia-Herzegovina with two specific railway codes, 50 for the Bosnian Federal Railway and 44 for the Railway of Republika Srpska.

The vehicles should keep their current number. The 12 digit number should be registered as such without any modification.⁵

The IT system has to consider both codes (main country code and specific code) as related to the same country.

Due to the tense political situation in Bosnia-Herzegovina, the solution for one unique numeric country code may not be to use one of the present codes, but to assign BA a new numeric code. Until then, also new vehicles may use the present railway codes.

b) Case of vehicles used in international traffic without a 12 digit identification

A two step procedure should apply:

- To allocate in the NVR a 12 digit number that shall be defined according to the vehicle's characteristics. The IT system should link this registered number to the current vehicle number.
- To physically apply the 12 digit number to the vehicle itself within a period of 6 years.

c) Case of vehicles used in domestic traffic without a 12 digit identification

The above mentioned procedure might apply for vehicles used solely in domestic traffic on a voluntary basis.

4.1.2 *Item N°2 – State and competent body (Compulsory)*

The Item 'State' must always refer to the State where the vehicle is being registered in its NVR. The Item 'competent body' refers to the entity which has delivered the admission to operation.

⁵ However any new vehicles placed in service for AAE, BLS, FNME and GySEV/ROeEE should be given the main country code.

4.1.3 *Item N°3 – Manufacturing Year*

Where the manufacturing year is not known precisely the approximate year should be entered.

4.1.4 *Item N°4 – EU-/OTIF-reference (Contracting entity)*

Normally such a reference does not exist for existing vehicles. To be recorded only if available.

4.1.5 *Item N°5 – Reference to the Register of Authorised Types (ATR)*

To be recorded only if available

4.1.6 *Item N°6 – Restrictions*

To be recorded only if available

4.1.7 *Item N°7 – Owner (Compulsory) – and normally available*

To be recorded only if the Contracting State decides so and the data is available

4.1.8 *Item N°8 – Keeper (Compulsory)*

Normally available and compulsory

The VKM (unique code as indicated in the VKM register) must be entered if the keeper has it.

4.1.9 *Item N°9 – Entity in charge of maintenance*

This item is compulsory.

4.1.10 *Item N°10 – Withdrawal*

Applicable as appropriate.

4.1.11 *Item N°11 – States where the vehicle is authorised*

Normally RIV wagons, RIC coaches and vehicles under bilateral or multilateral agreements are registered as such. If this information is available it should be recorded accordingly.

4.1.12 *Item N°12 – Authorisation number*

To be recorded only if available

4.1.13 *Item N°13 – Admission to operation (Compulsory)*

Where the date of admission to operation is not known precisely, the approximate year should be entered.

4.2 **Procedure**

The entity which was previously responsible for vehicle registration should make all information available to the national competent body or RE of the country where it is located. Existing freight wagons and passenger cars should only be registered in the NVR of the State where the former registration entity was located.

If an existing vehicle had been authorised in several States, the RE which registers this vehicle shall send the relevant data to the REs of the other States concerned.

The competent body or RE takes over the information in its NVR.

The competent body or RE informs all the involved parties when the information transfer is completed. At least the following entities should be informed:

- The entity previously responsible for vehicle registration
- The keeper
- OTIF Secretary General

4.3 Transfer of data from former registering entity

Making registration information available to the national competent body (the RE)

If not already done by 01.05.2010 as required by the Committee of Technical Experts' decision (document A 92-20/1.2009), the former registering entity responsible for vehicle registration shall make all required information available according to an agreement between itself and the RE by no later than 3 months after the entry into force of this regulation.. If possible, an electronic format should be used.

See also 4.1.1 b)

APPENDIX 1 – RESTRICTIONS CODING⁶

1. PRINCIPLES

The restrictions, such as special operating limitations and conditions referred to in Article 11 § 2 letter c) of ATMF or those linked to the authorisation in accordance with EU law, shall be assigned a harmonised code or a national code.

~~Restrictions (technical characteristics) already recorded in other Registers to which access is given to ACAs do not need to be repeated in the NVR.~~

~~Acceptance in cross border traffic is based on:~~

- ~~— the information coded in the vehicle number,~~
- ~~— the alphabetical coding,~~
- ~~— and the vehicle marking.~~

~~Therefore such information does not need to be repeated in the NVR.~~

2. STRUCTURE

Each code is a combination of~~The codes structured for three levels:~~

- ~~– 1st level: C~~category of restriction
- ~~– 2nd level: T~~type of restriction
- ~~– 3rd level: V~~value or specification.

which are joined by a dot (.):

[Category].[Type].[Value or specification].

Table 1. Harmonised rRestriction cCodesing and pre-codes

| Cat | Type | Value or specification | Name | Date of insertion in the list |
|-----|------|--------------------------------|---|-------------------------------|
| 1 | | | Technical restriction related to construction | |
| | 1 | [Number]erie (3) | Minimum curve radius in meters | |
| | 2 | | Track circuit restrictions | |
| | 3 | [Number]erie (3) | Speed restrictions <u>(on the given network) in Kkm/h (Marked on wagons and coaches but not marked on locomotives)</u> | |
| | 4 | [Number] | <u>Use in multiple operation (maximum number of trainsets authorised to be coupled together to operate as a single train)</u> | |
| 2 | | | Geographical restriction | |
| | 1 | Alphanumeric (3) | Kinematic gauge (coding in UTP WAG- Annex C) | |
| | 2 | Coded list | Wheelset gauge | |
| | | 1 | Variable gauge 1435/1520 | |
| | | 2 | Variable gauge 1435/1668 | |
| | | 3 | <u>Gauge 1000</u> | <u>08.02.2018</u> |

⁶ Appendix 1 is harmonised with/equivalent to the following ERA technical document: List of harmonised and national restriction codes, ERA/TD/2011-09/INT, V 1.03 dated 8 February 2018.

| | | | | |
|----------|----------|---|--|-------------------|
| | | <u>4</u> | <u>Gauge 1435</u> | <u>08.02.2018</u> |
| | | <u>5</u> | <u>Gauge 1520</u> | <u>08.02.2018</u> |
| | | | <u>Gauge 1524</u> | <u>08.02.2018</u> |
| | | | <u>Gauge 1600</u> | <u>08.02.2018</u> |
| | | | <u>Gauge 1668</u> | <u>08.02.2018</u> |
| | 3 | | No CCS on board | |
| | 4 | <u>Coded list</u> | ERTMS A on board | |
| | | <u>10</u> | <u>ETCS</u> | <u>08.02.2018</u> |
| | | <u>20</u> | <u>GSM-R voice</u> | <u>08.02.2018</u> |
| | | <u>21</u> | <u>GSM-R for ETCS</u> | <u>08.02.2018</u> |
| | 5 | <u>Coded list</u> <u>Numeric</u> <u>(3)</u> | B System on board ^{(1)*} | |
| | | <u>1xx (see Table 3)</u> | <u>Class B signalling system</u> | |
| | | <u>2xx (see Table 4)</u> | <u>Class B radio system</u> | |
| | <u>6</u> | <u>Coded list</u> | <u>Other CCS systems on board⁽¹⁾</u> | |
| | | <u>1xx (see Table 5)</u> | <u>Other CCS signalling systems on board</u> | |
| | | <u>2xx (see Table 6)</u> | <u>Other CCS radio systems on board</u> | |
| | <u>7</u> | <u>Coded list</u> | <u>Noise category</u> | <u>08.02.2018</u> |
| | | <u>1</u> | <u>Can be used on all quieter routes - UTP NOI compliant- Silent - retrofitted without testing</u> | |
| | | <u>2</u> | <u>Can be used on all quieter routes - UTP NOI compliant- Silent (tested against UTP NOI)</u> | |
| | | <u>3</u> | <u>Can be used on all quieter routes - UTP NOI compliant-Very quiet (tested against UTP NOI)</u> | |
| | | <u>4</u> | <u>Can be used on all quieter routes - not UTP NOI compliant – exempted in accordance with UTP NOI</u> | |
| | | <u>5</u> | <u>Can be used on quieter routes only in this CS - Covered by specific case</u> | |
| | | <u>6</u> | <u>Can be used on quieter routes only in this CS - Fitted with ‘historic’ CBBs⁽²⁾</u> | |
| | | <u>7</u> | <u>Cannot be used on quieter routes</u> | |
| 3 | | | Environmental restrictions | |
| | 1 | <u>Coded list</u> | Climatic zone EN50125:2014, Clause 4.3/4999 | |
| | | 1 | T1 | |
| | | 2 | T2 | |
| | | 3 | T3 | |
| | | <u>4</u> | <u>TX</u> | <u>08.02.2018</u> |
| 4 | | | Restrictions on use included in the authorisation certificate | |
| | 1 | | Time based | |

| | | | | |
|----------|----------|--------------------------|--|-------------------|
| | 2 | | Condition based (distance travelled, wear, etc.) | |
| 5 | | | <u>On-board equipment</u> | |
| | <u>1</u> | <u>xxx (see Table 7)</u> | <u>Recording device</u> | <u>15.02.2012</u> |

^{(1)*} If the vehicle is equipped with more than one B system, an individual code for each system shall-must be indicated.

⁽²⁾ Composite Brake Blocks

— The numeric code is composed of three characters where:

- 1xx is used for a vehicle equipped with a signalling system
- 2xx is used for a vehicle equipped with radio

Xx corresponds to the numerical coding of the CCS system:

Table 2. National rRestriction cCoding and pre-codes

| <u>CS</u> | <u>Cat</u> | <u>Type</u> | <u>Value or f specification</u> | <u>Name</u> | <u>Date of insertion in the list</u> |
|-----------|------------|-------------|---------------------------------|-------------|--------------------------------------|
| | | | | | |
| | | | | | |

Table 3. Class B signalling system

| <u>2.5.1xx Class B signalling system⁽³⁾</u> | | | | | | | |
|--|---|-------------------------|---------------------------|-------------------------|------------------------------|-------------------------|-------------------|
| <u>INDEX xx</u> | <u>NAME</u> | <u>INDEX xx</u> | <u>NAME</u> | <u>INDEX xx</u> | <u>NAME</u> | <u>INDEX xx</u> | <u>NAME</u> |
| <u>01</u> | ALSN | <u>02</u> | ASFA | <u>03⁽⁴⁾</u> | ATB | <u>04</u> | ATP-VR/RHK |
| <u>05</u> | BACC | <u>06⁽⁵⁾</u> | CAWS and ATP | <u>07</u> | Crocodile | <u>08⁽⁶⁾</u> | Ebicab |
| <u>09</u> | EVM | 10 | GW ATP | 11 | Indusi/PZB | 12 | KVB |
| 13 | LS | 14 | LZB | 15 | MEMOR II+ | 16 | RETB |
| 17 | RSDD/SC MT | 18 | SELCAB | 19 | SHP | <u>20⁽⁷⁾</u> | TBL |
| 21 | TPWS | <u>22⁽⁸⁾</u> | TVM | 23 | ZUB 123 | <u>24⁽⁹⁾</u> | <u>ZUB 121</u> |
| <u>25</u> | <u>ATB First generation</u> | <u>26</u> | <u>ATB new generation</u> | <u>27</u> | <u>ATP</u> | <u>28</u> | <u>CAWS</u> |
| <u>29</u> | <u>Chiltern-ATP</u> | <u>30</u> | <u>DAAT</u> | <u>31</u> | <u>EBICAB 700</u> | <u>32</u> | <u>EBICAB 900</u> |
| <u>33</u> | <u>EuroSIGN NUM</u> | <u>34</u> | <u>EuroZUB</u> | <u>35</u> | <u>Indusi</u> | <u>36</u> | <u>KCVB</u> |
| <u>37</u> | <u>KCVP</u> | <u>38</u> | <u>KVBP</u> | <u>39</u> | <u>Mechanical Trainstops</u> | <u>40</u> | <u>NEXTEO</u> |
| <u>41</u> | <u>PKP radio system with Radiostop function</u> | <u>42</u> | <u>SSC</u> | <u>43</u> | <u>TBL 1</u> | <u>44</u> | <u>TBL 2</u> |
| <u>45</u> | <u>TBL1+</u> | <u>46</u> | <u>TVM 300</u> | <u>47</u> | <u>TVM 430</u> | | |

⁽³⁾ Commission Decision 2006/679/EC of 28.03.2006 (CCS TSI) and ERA Technical Document ERA/TD/2011-11

- (4) Value 03 not to be used. Replaced by 25 and 26. Kept for historical data.
(5) Value 06 not to be used. Replaced by 27 and 28. Kept for historical data.
(6) Value 08 not to be used. Replaced by 31 and 32. Kept for historical data.
(7) Value 20 not to be used. Replaced by 43, 44 and 45. Kept for historical data.
(8) Value 22 not to be used. Replaced by 46 and 47. Kept for historical data.
(9) Value 24 not to be used. Kept for historical data.

Table 4. Class B radio system

| <u>2.5.2xx Class B radio system⁽¹⁰⁾</u> | | | | | |
|--|----------------------------------|-----------------|---|-----------------|---|
| <u>INDEX xx</u> | <u>NAME</u> | <u>INDEX xx</u> | <u>NAME</u> | <u>INDEX xx</u> | <u>NAME</u> |
| <u>01</u> | <u>UIC Radio Chapter 1-4</u> | <u>02</u> | <u>UIC Radio Chapter 1-4+6</u> | <u>03</u> | <u>UIC Radio Chapter 1-4 + 6 (Irish system)</u> |
| <u>04</u> | <u>UIC Radio Chapter 1-4+6+7</u> | <u>05</u> | <u>BR 1845</u> | <u>06</u> | <u>BR 1609</u> |
| <u>07</u> | <u>FS ETACS and GSM</u> | <u>08</u> | <u>UIC Radio Chapter 1-4 (TTT radio system installed at Cascais line)</u> | <u>09</u> | <u>TTT radio system CP N</u> |
| <u>10</u> | <u>PKP radio system</u> | <u>11</u> | <u>VR trainr</u> | <u>12</u> | <u>TRS — The Czech Railways radio system</u> |
| <u>13</u> | <u>LDZ radio system</u> | <u>14</u> | <u>CH — Greek Railways radio system</u> | <u>15</u> | <u>UIC Radio Chapter Bulgaria</u> |
| <u>16</u> | <u>The Estonian radio system</u> | <u>17</u> | <u>The Lithuanian radio system</u> | | |

⁽¹⁰⁾ Commission Decision 2006/679/EC of 28.03.2006 (CCS TSI)

Table 5. Other CCS signalling systems on board

| <u>2.6.1xx Other CCS signalling systems</u> | | |
|---|----------------|-------------------------|
| <u>INDEX xx</u> | <u>NAME</u> | <u>Comment</u> |
| <u>01</u> | <u>SSC BL3</u> | <u>Added 15.02.2012</u> |

Table 6 Other CCS radio systems on board

| <u>2.6.2xx Other CCS radio system</u> | | |
|---------------------------------------|---|-------------------------|
| <u>INDEX xx</u> | <u>NAME</u> | <u>Comment</u> |
| <u>01</u> | <u>TETRA-URCA (Terrestrial Trunked Radio -Unified Railway Communication and Application System)</u> | <u>Added 08.02.2018</u> |

Table 7 On-board equipment. Recording device

| <u>5.1.2xx On-board equipment. Recording device</u> | |
|---|--|
| <u>INDEX xx</u> | <u>NAME</u> |
| <u>01</u> | <u>“Registratore cronologico d’eventi computerizzato” (RCEC) according to specification RFI/DTC/CSI/SR/OR/10/002/B of 11/02/2008</u> |

3. RESTRICTION CODES

1. Harmonised restriction codes shall be applicable in all the Contracting States.

The Committee of Technical Experts (CTE) shall keep up-to-date and publish in this NVR the list of harmonised restriction codes for international traffic.

If a Competent Authority considers that a new code needs to be added to the list of harmonised restriction codes, it shall request the CTE to do so.

2. The use of non-coded restrictions shall be limited to those restrictions which, due to their particular character, are unlikely to be applied to several types of vehicle.

APPENDIX 2 – STRUCTURE AND CONTENT OF THE EIN⁷

The Ccode for the harmonised numbering system, called European Identification Number (EIN), for Safety Certificates and other documents is defined with the following structure and content:

Example:

| | | | | | | | | | | | |
|--|---|--------------------------------|---|---|---|---|---|-----------------------|---|---|---|
| I | T | 5 | 1 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 5 |
| Country code, <u>i.e. a code relevant to the issuing authority⁽¹⁾</u> (2 letters) | | Type of document (2 digits) | | | Issue year ⁽²⁾ (4 digits) | | | Counter (4 digits) | | | |
| Field 1 | | Field 2 | | | Field 3 | | | Field 4 | | | |

⁽¹⁾ For the Contracting States applying EU law the codes relevant to the national safety authorities are those officially published and updated on the website of the Publication office of the EU in the *Interinstitutional style guide*. In the case of the multinational safety authorities the codes are as follows:

| | <u>Code</u> |
|--|-------------|
| <u>The European Union Agency for Railways</u> | <u>EU</u> |
| <u>Channel Tunnel Intergovernmental Commission</u> | <u>CT</u> |

⁽²⁾ For documents related to ECM and assessment Body, see explanation for Field 3

FIELD 1 - Country code (2 letters)

Table 1.

| COUNTRY | CODE | COUNTRY | CODE | COUNTRY | CODE |
|---------------------------------|---------|-------------------|-------|--------------------|-------|
| Albania | AL 41 | <i>Iceland</i> | IS - | <i>North Korea</i> | KP 30 |
| Algeria | DZ 92 | Iran | IR 96 | Norway | NO 76 |
| Armenia | AM 58 | Iraq | IQ 99 | Poland | PL 51 |
| Austria | AT 81 | Ireland | IE 60 | Portugal | PT 94 |
| Azerbaijan | AZ 57 | <i>Israel</i> | IL 95 | Romania | RO 53 |
| <i>Belarus</i> | BY 21 | Italy | IT 83 | Russia | RU 20 |
| Belgium | BE 88 | <i>Japan</i> | JP 42 | Serbia | RS 72 |
| Bosnia-Herzegovina [#] | BA (50) | <i>Kazakhstan</i> | KZ 27 | Slovak Republic | SK 56 |
| “-“ | (44) | <i>Kyrgyzstan</i> | KG 59 | Slovenia | SI 79 |
| Bulgaria | BG 52 | Latvia | LV 25 | <i>South Korea</i> | KR 61 |
| Croatia | HR 78 | Lebanon | LB 98 | Spain | ES 71 |
| Cyprus | CY - | Liechtenstein | LI - | Sweden | SE 74 |
| Czech Republic | CZ 54 | Lithuania | LT 24 | Switzerland | CH 85 |
| Denmark | DK 86 | Luxembourg | LU 82 | Syria | SY 97 |
| <i>Egypt</i> | EG 90 | FYR Macedonia | MK 65 | <i>Tajikistan</i> | TJ 66 |

⁷ Appendix 2 is harmonised with/equivalent to the following ERA technical document: *Structure and content of the European Identification Number, Technical Document 013SST1139, V 1.2 dated 06 March 2019.*

| | | | | | | | | |
|---------|-----|----|-----------------|-----------|----|---------------------|-----------|----|
| Estonia | EE | 26 | <i>Malta</i> | <i>MT</i> | - | Tunisia | TN | 91 |
| Finland | FI | 10 | <i>Moldova</i> | <i>MD</i> | 23 | Turkey | TR | 75 |
| France | FR | 87 | Monaco | MC | - | <i>Turkmenistan</i> | <i>TM</i> | 67 |
| Georgia | GE | 28 | <i>Mongolia</i> | <i>MN</i> | 31 | Ukraine | UA | 22 |
| Germany | DE | 80 | Montenegro | ME | 62 | United Kingdom | UK* | 70 |
| Greece | EL* | 73 | Morocco | MA | 93 | <i>Uzbekistan</i> | <i>UZ</i> | 29 |
| Hungary | HU | 55 | Netherlands | NL | 84 | <i>Vietnam</i> | <i>VN</i> | 32 |

* Not according to ISO 3166 (2 letter code), but the European Community abbreviation

Bosnia-Herzegovina is a federal state and uses 2 railway codes, see point 4.1.1 in the Annex

A country indicated in italics is not a member of OTIF (as of 23.10.20128)

FIELD 2 – Type of document (2 digit number)

Two digits allow identifying the type of document:

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

With the need for other codes this numbering system can be extended. The following is the proposed list of known, possible combinations of two digit numbers extended with the proposal for authorisation for placing in service of vehicles:

| Fields in blue are for EU Members States | | |
|--|---|---|
| Number combination for field 2 | Document Type | Subtype of document |
| [0 1] | Licences | Licences for RUs |
| [0 x] | Licences | Others |
| [1 0] | <u>Single Safety Certificate</u> | |
| [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] | <u>Decision on accreditation/recognition of ECM Certification Body</u> | |
| [3 1] | <u>ECM Certificate</u> | |
| [3 2] | <u>Maintenance workshop certificate</u> | |
| [3 3] | <u>Maintenance functions certificate</u> | |
| [3 4] | <u>Reserved</u> | <u>Reserved</u> |
| [3 5] | <u>Decision on accreditation of CSM Assessment Body</u> | <u>Accredited CSM Assessment Bodies</u> |
| [3 6] | <u>Decision on recognition of CSM Assessment Body</u> | <u>Recognised CSM Assessment Bodies</u> |
| [3 x] | <u>Reserved, e.g. maintenance for rolling stock, for infrastructure or others</u> | <u>e.g. maintenance for rolling stock, for infrastructure or others</u> |
| [4 x] | <u>R</u> reserved for assessing entities | e.g. different kinds of assessing entities (e.g. Notified Bodies) |
| [5 1] and [5 5] ⁽¹⁾ | Authorisation for placing in service or Admission to Operation | Tractive rolling stock |
| [5 2] and [5 6] ⁽¹⁾ | Authorisation for placing in service or Admission to Operation | Hauled passenger vehicles |

| | | |
|--------------------------------|--|--|
| [5 3] and [5 7] ⁽¹⁾ | Authorisation for placing in service or Admission to Operation | Wagons |
| [5 4] and [5 8] ⁽¹⁾ | Authorisation for placing in service or Admission to Operation | Special vehicles |
| [5 9] ⁽²⁾ | Authorisation of type of vehicle | |
| [6 0] | Authorisation for placing in service or Admission to Operation | Infrastructure, Energy and Control Command Signalling track-side assembly Subsystems |
| [6 1] | Authorisation for placing in service or Admission to Operation | Infrastructure Subsystem |
| [6 2] | Authorisation for placing in service or Admission to Operation | Energy Subsystem |
| [6 3] | Authorisation for placing in service or Admission to Operation | Control Command Signalling track-side assembly Subsystem |
| [7 1] | Train driving licence | Counter up to and including <u>from 0000 to 9 999</u> |
| [7 2] | Train driving licence | <u>If more than 9 999 licences are issued per year. Counter between from 10 000 up to and including 19 000999</u> |
| [7 3] | Train driving licence | <u>If more than 19 999 licences are issued per year. Counter between from 20 000 up to and including 29 000999</u> |
| [8 0] | <u>Vehicle type authorisation</u> | |
| [8 1] | <u>Vehicle authorisation for placing on the market</u> | <u>Counter from 0000 to 9 999</u> |
| [8 2] | <u>Vehicle authorisation for placing on the market</u> | <u>If more than 9 999 authorisations are issued per year. Counter from 0 000 to 9 999</u> |
| [8 3] | <u>Vehicle authorisation for placing on the market</u> | <u>If more than 19 999 authorisations are issued per year. Counter from 0 000 to 9 999</u> |
| [8 4] | <u>Vehicle authorisation for placing on the market</u> | <u>If more than 29 999 authorisations are issued per year. Counter from 0 000 to 9 999</u> |
| [8 5] | <u>Vehicle authorisation for placing on the market</u> | <u>If more than 39 999 authorisations are issued per year. Counter from 0 000 to 9 999</u> |
| [8 6] | <u>Vehicle authorisation for placing on the market</u> | <u>If more than 49 999 authorisations are issued per year. Counter from 0 000 to 9 999</u> |
| [8 7] | <u>Vehicle authorisation for placing on the market</u> | <u>If more than 59 999 authorisations are issued per year. Counter from 0 000 to 9 999</u> |
| [8 8] | <u>Vehicle authorisation for placing on the market</u> | <u>If more than 69 999 authorisations are issued per year. Counter from 0 000 to 9 999</u> |
| [8 x] ... [9 x] | Reserved (2 document types) | Reserved (10 subtypes <i>each</i>) |

⁽¹⁾ If the 4 digits foreseen for Field 4 'Counter' is fully used within a year, the first two digits of Field 2 will move 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 has been 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 progressive number to be incremented by one unit each time a document is issued, regardless if it is a new, renewed or updated/amended authorisation. Even if a certificate is revoked or an authorisation is suspended, the number to which it refers cannot be used again.

Every year the counter shall restart from zero.

APPENDIX 3 – WITHDRAWAL CODING

| Code | Withdrawal mode | | Description |
|------|---|--|--|
| 00 | None | | The vehicle has a valid registration. |
| 10 | Registration suspended No reason specified | | The vehicle's registration is suspended at the request of the owner or keeper or by a decision of the competent body or RE. |
| 11 | Registration suspended | | The vehicle is destined for storage in working order as an inactive or strategic reserve. |
| 20 | Registration transferred | | The vehicle is known to be re-registered under a different number or by a different NVR, for continued use on (a whole or part of the) EU-OTIF railway network. |
| 30 | Withdrawal No reason specified | | The vehicle's registration for operating on the EU-OTIF railway network has ended without known re-registration. |
| 31 | Withdrawal | | The vehicle is destined for continued use as a rail vehicle, outside the EU-OTIF railway network. |
| 32 | Withdrawal | | The vehicle is destined for the recovery of major interoperable constituents/ modules/ spares or major rebuilding |
| 33 | Withdrawal | | The vehicle is destined for scrapping and disposal of materials (including major spares) for recycling. |
| 34 | Withdrawal | | The vehicle is destined as 'historic preserved rolling stock' for operation on a segregated network, or for static display, outside the EU-OTIF railway network. |

Use of codes

- If the reason for withdrawal is not specified, codes 10, 20 & 30 shall be used to indicate the change of registration status.
- If the reason for withdrawal is available: codes 11; 31; 32; 33 & 34 are options available within the NVR database. These codes are based solely on information provided by the keeper or owner to the RE.

Registration issues

- A vehicle whose registration is suspended or withdrawn may not operate on the EU-OTIF railway network under the recorded registration.
- Reactivation of a registration after suspension shall require verification by the registration entity of the conditions which caused the suspension.
- A transfer of registration under the conditions set out in 3.2.3a-6 consists of new registration of the vehicle and subsequent withdrawal of the old registration.

APPENDIX 4 – STANDARD FORM FOR REGISTRATION



STANDARD FORM FOR REGISTRATION OF AUTHORISED VEHICLES ⁸



Application objective: New registration Modification ⁹ Withdrawal

INFORMATION ABOUT THE VEHICLE

1. **Vehicle number 10** _____ - _
2. **Contracting State and the competent authority where the authorisation is requested**
 - 2.1. Contracting state: __ (2 digit code according to Appendix 2, table 1)
 - 2.2. Name of the competent authority: _____
3. **Manufacturing year:** _____
4. **EU-/OTIF-reference *)**
 - 4.1. Date of the declaration, if any: _____
 - 4.2. EU/OTIF reference, if any: _____
 - 4.3. Name of the issuing body/Contracting entity: _____
 - 4.4. Registered business number: _____Address of the organisation
 - 4.5. Street and number: _____
 - 4.6. Town: _____
 - 4.7. Country code: _____ 4.8. Post code: _____
5. **Reference to the Register of admitted/authorised types (the technical data) ¹¹**
 - 5.0 Reference to the Central Register of Admitted/Authorised Types¹²: _____
 - 5.1. Entity in charge of the register: _____Address of the entity
 - 5.2. Street and number: _____
 - 5.3. Town: _____
 - 5.4. Country code: _____ 5.5. Post code: _____
 - 5.6. E-mail address: _____
 - 5.7. Reference to the register of authorised types: _____

⁸ This form may also be produced electronically.

⁹ The box before the modified item also has to be ticked.

¹⁰ Does not apply for the first registration; will be filled by the registering entity.

¹¹ Until the Central Register of Authorised Types is available, fields 5.1-5.7 may be used for indicating a reference to the entity in charge of the register where the technical data of the vehicle can be found.

¹² The EU term is "Register of Authorised Types" (ERATV) and the OTIF term is Register of Admitted Types.

- 6. Restrictions**
 - 6.1. Restrictions (code): _____
_____
 - 6.2. Restrictions (text): _____

INFORMATION ABOUT THE ENTITIES RESPONSIBLE FOR THE VEHICLE

- 7. Owner**
 - 7.1. Name of the organisation: _____
 - 7.2. Registered business number: _____
 - Address of the organisation
 - 7.3. Street and number: _____
 - 7.4. Town: _____
 - 7.5. Country code: _____ 7.6. Post code: _____

- 8. Keeper**
 - 8.1. Name of the organisation: _____
 - 8.2. Registered business number: _____
 - Address of the organisation
 - 8.3. Street and number: _____
 - 8.4. Town: _____
 - 8.5. Country code: _____ 8.6. Post code: _____
 - 8.7. Vehicle Keeper Marking (VKM): _____

OPERATIONAL INFORMATION

- 9. Entity in charge of maintenance**
 - 9.1. Name of the organisation: _____
 - 9.2. Registered business number: _____
 - Address of the organisation
 - 9.3. Street and number: _____
 - 9.4. Town: _____
 - 9.5. Country code: _____ 9.6. Post code: _____
 - 9.7. E-mail address: _____

- 10. Withdrawal**
 - 10.1. Mode (code): _____
 - 10.2. Date: _____

- 11. Contracting States where the vehicle is already authorised**

Identification of the entity applying for registration:

Date: _____ Name of the responsible officer and Signature:

This part to be filled by the authority

COMPETENT AUTHORITY REFERENCES

1.1. Allocated Vehicle number ¹³ ----- -

12. Authorisation number -----

13. Admission to operation (Placing in service)

13.1. Date of the admission: -----

13.2. Admission valid until: -----

Date application received: -----

Date of withdrawal: -----

¹³ Possible to attach a list for several vehicles of the same series or order.

APPENDIX 5 – GLOSSARY

| Abbreviation | Definition |
|---------------------|--|
| ACA | Authorising Competent Authority: —competent authority as referred to in Article 5 of ATMF |
| CCS | Control Command <u>and Signalling</u> system |
| CIS | Commonwealth of Independent States |
| COTIF | Convention concerning International Carriage by Rail |
| CR | Conventional Rail (System) |
| CTE | OTIF Committee of Technical Experts |
| DB | Database |
| EU | European Union |
| ECM | Entity in charge of Maintenance |
| EC VVR | European Centralized Virtual Vehicle Register |
| EIN | European Identification Number |
| EN | European Standard (Euro Norm) |
| EVN | European - <u>Unique</u> vehicle number |
| ERA | European <u>Union Agency for Railways</u> - Agency , also referred to as “the Agency” |
| ERTMS | European Rail Traffic Management System |
| EC | European Union |
| HS | High speed (System) |
| IB | Investigating Body |
| ISO | International Organisation for Standardization |
| IM | Infrastructure Manager |
| INF | Infrastructure |
| IT | Information Technology |
| LR | Local Register |
| MS | Member State of the European Community |

| Abbreviation | Definition |
|---------------------|---|
| NoBo | Notified Body |
| NSA | National Safety Authority |
| NVR | National Vehicle Register |
| OPE (TSI) | Traffic Operation and management (TSI) |
| OTIF | Intergovernmental Organisation for International Carriage by Rail |
| OTIF SG | OTIF Secretary General |
| RE | Registration Entity, e.g. the body responsible for keeping and updating the NVR |
| RB | Regulatory Body |
| RIC | Regulations governing the reciprocal use of carriages and brake vans in international traffic |
| RIV | Regulations concerning the reciprocal use of wagons in international traffic |
| RS or RST | Rolling Stock |
| RSRD (TAF) | Rolling Stock Reference Database (TAF) |
| RU | Railway Undertaking. |
| SEDP (TAF) | Strategic European Deployment Plan (TAF) |
| TAF (TSI) | Telematic Application for Freight (TSI) |
| TSI | Technical Specification for Interoperability. (for the EU) |
| VKM | Vehicle Keeper Marking |
| VKMR | Vehicle Keeper Marking Register |
| VVR | Virtual Vehicle Register |
| WAG (TSI) | Wagon (TSI) |
| WIMO (TAF) | Wagon and Intermodal Operational Database (TAF) |



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-19019
Annex 2**

Original: EN

**UTP TAF: ERA DOCUMENT DESCRIBING THE OBJECTIVE OF THE
CCM CHANGES APPROVED BY THE ERA CHANGE CONTROL BOARD
TAF TSI**

Proposal for modifications to the documents listed in Appendix I of UTP TAF to align with the Technical Documents of TAF TSI

1. INTRODUCTION

The Uniform Technical Prescriptions Telematics applications for freight services (UTP TAF) in force since 1.12.2017 lay down requirements with regard to the communication process between railway undertakings and infrastructure managers, databases intended to be used to track trains and wagon movements and information to be provided to freight customers. It is equivalent to European Union (EU) Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics application for freight subsystem of the rail system in the European Union¹ (TAF TSI).

The UTP TAF makes reference to technical documents that are published and regularly updated on the website of the EU Agency for Railways (ERA). Such a reference was included in the UTP so that the IT provisions are enshrined in COTIF, but managed by ERA. As modification of these references formally constitutes a modification of the UTP TAF, it must be subject to a decision by the Committee of Technical Experts in accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU.

In order to take feedback into account and to correct errors, ERA updated the technical documents and references in Appendix I of the TAF TSI in 2018. The modifications were subsequently approved by the TAF CCM Board².

The proposal for modifications is set out in the annex to this document.

2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The following section lists and describes the changes subject to the proposal, the reasons for these changes, their identification and the entity which initiated the change proposal at EU level. Table 1 shows the overall list of the Change Requests approved by the TAF CCM Board. Table 2 in Section 2.1. lists and explains only the Change Requests that were corrected due to errors. Table 3 Section 2.2. lists and explains the Change Requests which include new elements.

Table 1: list of approved CRs

| id in the CR tool | Name of the Change Request | Name of submitter |
|-------------------|---|-------------------|
| TELEM00000433 | ErrorMessage: Repetition of Errors – Multi-Cardinality required | CER |
| TELEM00000443 | Clarification of the possible calendar offset between Path Offer and Path Request | CER |
| TELEM00000453 | Change the maximum length of the element BitmapDays | CER |
| TELEM00000454 | Unified use of the element “ LocoTypeNumber” | CER |
| TELEM00000455 | Supplement of reason for using RelatedPlannedTransportIdentifier (RPTID) | CER |
| TELEM00000456 | ReceiptConfirmationMessage: to add an optional element in RelatedReference tag | CER |
| TELEM00000457 | ErrorMessage : to add an optional child element in ErrorCauseReference tag | CER |

¹ Official Journal of the EU: OJ L 356, 12.12.2014, p. 438–488

² At the time of this draft proposal, the new version of the TAF TSI giving ERA the responsibility for approval and publication of the new documents is pending publication in the EU Official Journal early 2019.

| id in the CR tool | Name of the Change Request | Name of submitter |
|-------------------|--|-------------------|
| TELEM00000458 | Error in RouteClass Element Pattern | CER |
| TELEM00000459 | Correction of value range of element AirBrakedMass | CER |
| TELEM00000460 | Identification of Affected Section | CER |

2.1 CORRECTION OF ERRORS DETECTED IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Reasons for changes: These CRs concerned errors detected during implementation of the RU-IM communication functionality by the railway companies:

- In CR 458 an incorrect pattern (<xs:pattern value=""/>) has been used in the XSD. Validation of a value in this element therefore failed.
- In CR 459 the range for the AirBrakedMass was restricted to a range from 1 to 999. As a result, wagons with a deactivated brake (AirBrakedMass="0") could not be used.
- CR 453 allows the definition of path requests for up to two years, taking into account leap years.

Table 2: list of CR for correction of errors

| id in the CR tool | Name of the Change Request | Name of submitter |
|-------------------|---|-------------------|
| TELEM00000458 | Error in RouteClass Element Pattern | CER |
| TELEM00000459 | Correction of value range of element AirBrakedMass | CER |
| TELEM00000453 | Change the maximum length of the element BitmapDays | CER |

2.2 INTRODUCTION OF NEW ELEMENTS IN TECHNICAL DOCUMENT ERA-TD-105: TAF TSI — ANNEX D.2: APPENDIX F — TAF TSI DATA AND MESSAGE MODEL

Reasons for changes: The CRs listed in the table below were submitted to introduce new elements in the TAF TSI technical document ERA-TD-105: TAF TSI — Annex D.2: Appendix F — TAF TSI Data and Message Model.

- CR 433 will allow the transport of more than one error information within the ErrorMessage. This allows the sender of such a message to inform the receiver of more details about the errors that have occurred.
- CR 443 allows a clear definition of the time offset between a path request and a path offer, in case a path request contains timings close to midnight. This is the situation where the requested time of departure is, for example, 23:5x or 00:0x, where the offer could have a day offset (positive or negative) compared to the request. The changed message allows the transmission of this information, if a day switch has occurred.
- CR 454 provides a new structure of the element LocoTypeNumber. This element enables the format of a locomotive number to be checked.
- CR 456 allows the exchange of the reference to the originating message in the ReceiptConfirmationMessage, sent by the legacy system of the receiver.

- CR 457 allows the exchange of the link to the origin message with returned ErrorMessage. This will improve the identification of errors in the message exchange.
- CR 460 adds an optional element in the affected section to define the timings in some exceptional train path requests. This allows a more correct definition of path requests, serving one station more than once, e.g. for lollipop or Y-shaped routes.

Table 3: list of CR for new elements

| id in the CR tool | Name of the Change Request | Name of submitter |
|--------------------------|---|--------------------------|
| TELEM00000433 | ErrorMessage: Repetition of Errors – Multi-Cardinality required | CER |
| TELEM00000443 | Clarification of the possible calendar offset between Path Offer and Path Request | CER |
| TELEM00000454 | Unified use of the element “LocoTypeNumber” | CER |
| TELEM00000456 | ReceiptConfirmationMessage: to add an optional element in RelatedReference tag | CER |
| TELEM00000457 | ErrorMessage: to add an optional child element in ErrorCauseReference tag | CER |
| TELEM00000460 | Identification of Affected Section | CER |

3. PREPARATORY WORK

ERA has drafted and submitted to the OTIF Secretariat the proposed document with the change requests. This document was presented at WG TECH 37. ERA provided the OTIF Secretariat with the descriptions.

4. JUSTIFICATION FOR THE AMENDMENTS

Modifications of the technical documents referred to in Appendix I of the UTP TAF are necessary in order to correct errors, take into account feedback, keep up with technical progress and maintain equivalence with the specifications applied in the EU.

5. PROPOSALS FOR DECISION

In accordance with Article 20 § 1 b) COTIF and Articles 6 and 8a APTU, the Committee of Technical Experts adopts the modifications to Appendix I of the Uniform Technical Prescriptions concerning Telematics Applications for Freight Services (UTP TAF) as set out in the annex to this document.

ANNEX

Proposal for text modifications

Appendix I of the Uniform Technical Prescriptions, Telematics applications for freight services (UTP TAF) in the version adopted by the Committee of Technical Experts at its 10th session in June 2017 and as modified by a vote using the written procedure in November 2018, is amended to read as follows:

“Appendix I List of technical documents”

| N° | Reference | Title | Version | Date |
|----|------------|---|---------|--|
| 1 | ERA-TD-100 | TAF TSI - ANNEX A.5: FIGURES AND SEQUENCE DIAGRAMS OF THE TAF TSI MESSAGES | 2.1 | 10.02.2015 |
| 2 | ERA-TD-101 | TAF TSI - Annex D.2: Appendix A (Wagon/ILU Trip Planning) | 2.0 | 17.10.2013 |
| 3 | ERA-TD-102 | TAF TSI - Annex D.2: Appendix B - Wagon and Intermodal Unit Operating Database (WIMO) | 2.1 | 10.02.2015 |
| 4 | ERA-TD-103 | TAF TSI - Annex D.2: Appendix C - Reference Files | 2.1 | 10.02.2015 |
| 5 | ERA-TD-104 | TAF TSI - Annex D.2: Appendix E - Common Interface | 2.2 | 23.2.2017 |
| 6 | ERA-TD-105 | TAF TSI - Annex D.2: Appendix F - TAF TSI Data and Message Model | 2.3 | 23.02.2017 XX.XX.20 19 |

“

TECH-19019 –Annexe 3 / Anlage 3 /Annex 3:

Application / Anwendung / Application

| | État | Staat | State | APTU |
|----|--------------------|-------------------------|------------------------|-------------|
| 1 | Afghanistan | Afghanistan | Afghanistan | Oui/Ja/Yes |
| 2 | Albanie | Albanien | Albania | Oui/Ja/Yes |
| 3 | Arménie | Armenien | Armenia | Oui/Ja/Yes |
| 4 | Autriche | Österreich | Austria | Oui/Ja/Yes |
| 5 | Azerbaïdjan | Aserbaïdschan | Azerbaijan | Non/Nein/No |
| 6 | Bosnie-Herzégovine | Bosnien und Herzegowina | Bosnia and Herzegovina | Oui/Ja/Yes |
| 7 | Belgique | Belgien | Belgium | Oui/Ja/Yes |
| 8 | Bulgarie | Bulgarien | Bulgaria | Oui/Ja/Yes |
| 9 | Suisse | Schweiz | Switzerland | Oui/Ja/Yes |
| 10 | République tchèque | Tschechische Republik | Czech Republic | Oui/Ja/Yes |
| 11 | Allemagne | Deutschland | Germany | Oui/Ja/Yes |
| 12 | Danemark | Dänemark | Denmark | Oui/Ja/Yes |
| 13 | Algérie | Algerien | Algeria | Oui/Ja/Yes |
| 14 | Estonie | Estland | Estonia | Oui/Ja/Yes |
| 15 | Espagne | Espanien | Spain | Oui/Ja/Yes |
| 16 | Finlande | Finnland | Finland | Oui/Ja/Yes |
| 17 | Liechtenstein | Liechtenstein | Liechtenstein | Oui/Ja/Yes |
| 18 | France | Frankreich | France | Oui/Ja/Yes |
| 19 | Royaume-Uni | Vereinigtes Königreich | United Kingdom | Oui/Ja/Yes |
| 20 | Géorgie | Georgien | Georgia | Non/Nein/No |
| 21 | Grèce | Griechenland | Greece | Oui/Ja/Yes |
| 22 | Croatie | Kroatien | Croatia | Oui/Ja/Yes |
| 23 | Hongrie | Ungarn | Hungary | Oui/Ja/Yes |
| 24 | Irlande | Irland | Ireland | Oui/Ja/Yes |
| 25 | Iraq | Irak | Iraq | Non/Nein/No |
| 26 | Iran | Iran | Iran | Oui/Ja/Yes |
| 27 | Italie | Italien | Italy | Oui/Ja/Yes |
| 28 | Jordanie | Jordanien | Jordan | Non/Nein/No |
| 29 | Liban | Libanon | Lebanon | Non/Nein/No |
| 30 | Lituanie | Litauen | Lithuania | Oui/Ja/Yes |
| 31 | Luxembourg | Luxemburg | Luxembourg | Oui/Ja/Yes |
| 32 | Lettonie | Lettland | Latvia | Oui/Ja/Yes |
| 33 | Maroc | Marokko | Morocco | Oui/Ja/Yes |
| 34 | Monaco | Monaco | Monaco | Oui/Ja/Yes |
| 35 | Monténégro | Montenegro | Montenegro | Oui/Ja/Yes |
| 36 | Macédoine du Nord | Nordmazedonien | North Macedonia | Oui/Ja/Yes |
| 37 | Pays-Bas | Niederlande | Netherlands | Oui/Ja/Yes |
| 38 | Norvège | Norwegen | Norway | Oui/Ja/Yes |
| 39 | Pakistan | Pakistan | Pakistan | Non/Nein/No |
| 40 | Pologne | Polen | Poland | Oui/Ja/Yes |
| 41 | Portugal | Portugal | Portugal | Oui/Ja/Yes |
| 42 | Roumanie | Rumänien | Romania | Oui/Ja/Yes |
| 43 | Serbie | Serbien | Serbia | Oui/Ja/Yes |
| 44 | Russie | Russland | Russia | Non/Nein/No |
| 45 | Suède | Schweden | Sweden | Oui/Ja/Yes |
| 46 | Slovaquie | Slowakei | Slovakia | Oui/Ja/Yes |
| 47 | Slovénie | Slowenien | Slovenia | Oui/Ja/Yes |
| 48 | Syrie | Syrien | Syria | Non/Nein/No |
| 49 | Tunisie | Tunesien | Tunisia | Oui/Ja/Yes |
| 50 | Turquie | Türkei | Turkey | Oui/Ja/Yes |
| 51 | Ukraine | Ukraine | Ukraine | Oui/Ja/Yes |



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-19019
Annexe/Anlage/Annex 4
10.07.2019**

Original: EN

12TH SESSION

Information de l'Union européenne concernant l'exercice des droits de vote
(seulement en anglais)

Informationen der Europäischen Union über die Ausübung des Stimmrechts
(nur in Englisch)

Information from the European Union concerning the exercising of voting rights



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate C - Land
Director

Mr Wolfgang Küpper
Secretary-General
Intergovernmental Organisation for
International Carriage by Rail (OTIF)
Bern
Switzerland

By e-mail only:
secretary.general@otif.org

Subject: 12th session of the OTIF Committee of Technical Experts, taking place on 12/13 June 2019, Bern, Switzerland

Dear Mr. Küpper,

I am pleased to inform you that the European Union, represented by the Commission, Mrs Alice Polo, DG MOVE, will participate in the 12th session of the OTIF Committee of Technical Experts (CTE).

As regards the Agenda, pursuant to Article 6(4) of the EU-OTIF Agreement¹, I would also like to inform you that the Union intends to exercise its voting rights in regards to decisions to be taken. However, in relation to the decisions under agenda item 5, the Union will not be empowered to vote during the meeting in Bern on 12 and 13 of June. Indeed, for decisions to be taken by the CTE which have legal effects, a formal decision of the Council of the European Union is required in accordance with Article 218(9) of the Treaty on the Functioning of the European Union.

The Union will only be empowered to exercise its voting rights on the decisions to be taken under agenda item 5, once the relevant decision of the Council of the EU is adopted (on 16 September 2019 at the latest). We would therefore kindly request that the decision under agenda item 5 is postponed and put for adoption through written procedure after 16 September 2019.

Yours sincerely,

(e-signed)

Elisabeth Werner

¹ Council Decision 2013/103/EU (OJ L 51, 23.2.2013, p. 1)



TECH-19019
 Annexe 5 / Anlage 5 / Annex 5

A retourner dûment rempli au plus tard le 30.11.2019
Vollständig ausgefüllt zurücksenden spätestens bis zum 30.11.2019
Transmit duly filled-in at the latest by 30.11.2019

à/an/to: secretary.general@otif.org, bas.leermakers@otif.org

| | | | |
|---|---|--|--|
| Titre de la session Titel der Tagung Title of the session | | 12 ^e session du Commission d'experts techniques 12. Tagung des Fachausschuss für technische Fragen 12 th session of the Committee of Technical Experts (Berne/Bern, 12-13.6.2019) | |
| Vote par voie de procédure écrite conformément à l'article 21, § 3 du Règlement intérieur Abstimmung im schriftlichen Verfahren gemäß Artikel 21 § 3 der Geschäftsordnung Vote by written procedure according to Article 21 § 3 of the Rules of Procedure | | | |
| Objet Gegenstand Subject | Spécification du RNV NVR-Spezifikation NVR specification | PTU ATF ETV TAF UTP TAF | |
| BULLETIN DE VOTE STIMMZETTEL BALLOT PAPER | Oui Ja Yes <input type="checkbox"/> | Oui Ja Yes <input type="checkbox"/> | |
| | Non Nein No <input type="checkbox"/> | Non Nein No <input type="checkbox"/> | |
| | Abstention Enthaltung Abstention <input type="checkbox"/> | Abstention Enthaltung Abstention <input type="checkbox"/> | |
| Etat membre Mitgliedstaat Member State | Lequel : Welcher: Which one: | | |
| Mme/Fr./Mrs. <input type="checkbox"/> | M./Hr./Mr. <input type="checkbox"/> | | |
| Nom / Name / Family Name | | | |
| Prénom / Vorname / First Name | | | |
| Fonction officielle Dienstliche Stellung Official position | | | |
| Adresse professionnelle Dienstadresse Permanent Official Address | | | |
| Tél./Tel./Phone | | | |
| Fax | | | |
| E-mail | | | |
| Date / Datum / Date | | | |
| Signature / Unterschrift / Signature | | | |

