



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-20006

17.06.2020

Original: EN

Proposal for modifications to the Uniform Technical Prescription applicable to vehicle marking (UTP Marking)

1. INTRODUCTION

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

This proposal to modify the UTP applicable to vehicle numbers and linked alphabetical marking on the body work: vehicle marking (UTP Marking), as last amended on 1 January 2015, is in accordance with COTIF as last amended on 1 March 2019, in particular with Article 8 of APTU.

2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The modifications to the UTP are editorial corrections and clarify the process of assigning a unique vehicle number (EVN). The modifications also include improvements to the requirements for the Vehicle Keeper Marking (VKM).

Correct vehicle marking is important for the identification of the vehicle and its keeper and to indicate in which states the vehicle is admitted to operation.

This UTP does not have an equivalent single European Union TSI. Instead, its provisions are reflected in the TSI concerning Operations and traffic management and in the European Union provisions concerning vehicle registers. References to these European Union legal texts should be updated.

The modifications are set out in the Annex in the form of track changes.

3. PREPARATORY WORK

The proposed modifications were discussed at the 38th and 39th sessions of the Working Group Technology.

4. JUSTIFICATION FOR THE AMENDMENTS

In order to ensure the continued mutual recognition of vehicles authorised in accordance with European Union law and vehicles admitted to international operation in accordance with Article 3a of ATMF, the European Union TSIs and COTIF UTPs must remain aligned.

The proposed modifications will ensure continued full equivalence in the meaning of ATMF between the European Union and COTIF provisions.

PROPOSAL FOR DECISION

1. In accordance with Article 20 § 1 b) and Article 35 of COTIF and Article 6 of APTU, the Committee of Technical Experts adopts the Uniform Technical Prescription applicable to vehicle numbers and linked alphabetical marking on the bodywork (UTP Marking) as set out in the Annex.
2. The Annex shall replace the UTP Marking as last amended on 1 January 2015; the old version shall therefore be repealed at the moment of entry into force of the new version.



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Uniform Technical Prescription

Applicable to Vehicle Numbers and linked alphabetical marking on the bodywork:

~~RAILWAY~~ VEHICLE MARKING

UTP Marking **2015**

Applicable from **1.1.2015**

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APTU Uniform Rules (Appendix F to COTIF 1999)

Uniform Technical Prescriptions (UTP) applicable to Vehicle Numbers and linked alphabetical marking on the bodywork:

~~THE RAILWAY~~ VEHICLE MARKING - (UTP Marking)

This UTP has been developed in accordance with COTIF, as amended by OTIF's Revision Committee in February 2018 and which entered into force on 1 March 2019, in particular with Article 8 of APTU (Appendix F to COTIF). For definitions, see also Article 2 of APTU and Article 2 of ATMF (Appendix G to COTIF).

~~These regulations have been developed in accordance with the provisions of APTU, in particular Article 8, in the version as amended by the OTIF Revision Committee in 2009, which entered into force on 1 December 2010. For definitions and terms, see also Article 2 of ATMF (Appendix G) and Article 2 of APTU (Appendix F), both Appendices to the 1999 version of the COTIF Convention as applicable since 1 December 2010. Footnotes include both explanatory information (which is not part of the regulations), and references to other regulations.~~


Explanatory note:

The texts of this UTP which appear across two columns are identical to corresponding texts of the European Union regulations. Texts which appear in two columns differ; the left hand column contains the UTP regulations, the right hand column shows the text in the corresponding EU regulations. The text in the right hand column is for information only and is not part of the OTIF regulations.

0. EQUIVALENCE AND TRANSITIONAL PROVISIONS

This UTP does not follow the standard structure for UTPs as referred to in APTU Article 8 §4. Instead:

- Sections 1 to 6 of this UTP are equivalent to Appendix ~~P-H~~ of OPE TSI ([Commission Implementing Regulation \(EU\) No 2019/773 of 16 May 2019](#)~~Annex I of Decision 2012/757/EU~~).
- Sections 7 to 18 are equivalent to Appendix 6 of ~~EU NVR Specification~~ (Decision 2007/756/EC as last amended by [Commission Implementing Decision \(EU\) 2012/757/EU](#)~~2018/1614 of 25 October 2018~~).
- The tables associated with standard numerical markings of wagons, as described in section 14, are published

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on the [European Union's Agency for Railways' ERA](#)-website.

- The tables and detailed information provided in sections 15 to 18 are equivalent to the documents which were published on the ERA website at the time of adoption of ~~this these specifications~~/[this UTP](#)?

In addition to these specifications, the UTPs applicable to vehicles include -voluntary and mandatory specifications related to external markings, such as:


UTP WAG sections: 4.2.2.2, 4.2.4.3.2.2, 7.1.2 and appendix C

UTP LOC&PAS sections: 4.2.2.6.

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

This UTP	EU law
Uniform Technical Prescriptions (UTP)	Technical Specification of Interoperability (TSI)
Unique Vehicle Number (EVN)	European Vehicle Number (EVN)
Contracting State	Member State
Vehicle admission to operation	Vehicle authorisation for placing on the market
Competent Authority	NSA

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

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

1. GENERAL PROVISIONS ON THE VEHICLE NUMBER

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

(¹)

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

The European Vehicle Number (EVN) is assigned in accordance with Appendix 6 of Annex II to Commission Implementing Decision (EU) 2018/1614²2007/756/EC, Appendix 6.

The EVN

~~Unique Vehicle Number~~

~~European Vehicle Number~~

shall be changed when it does not reflect the interoperability capability or technical characteristics in accordance with

Sections 7 to 18

Appendix 6

due to technical modifications of the vehicle. Such technical modifications may require a new

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

authorisation for placing on the market in service and, where appropriate, a new vehicle type authorisation, in accordance with Articles 201 to and 254 of Directive (EU) 2016/7972008/57/EC.


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

admission to operation.

authorisation for placing on the market.

¹ The vehicle marking specifications apply to the scope of application of Appendix PH of the TSI for COMMISSION IMPLEMENTING REGULATION (EU) 2019/773 of 16 May 2019 ~~DECISION 2012/757/EU of 14 November 2012~~ concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system within the European Union and repealing Decision 2012/757/EU amending Decision 2007/756/EC.

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

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That RE shall assign to the vehicle a new EVN.

The change of EVN consists of a new registration of the vehicle and subsequent withdrawal of the old registration.

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

2. GENERAL ARRANGEMENTS FOR EXTERNAL MARKINGS

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

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

The keeper ~~can~~ may add, in letters of larger size than the EVN,

~~Unique Vehicle Number (EVN)~~

~~European Vehicle Number~~

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

3. WAGONS

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

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

Where in the examples

D and NL stand for the registering ~~Contracting Member~~ State as set out in

part 10 of this document.

~~NVR d~~ Decision (EU)
2018/1614~~2007/756/EC~~, Appendix 6, part 4.


RFC, DB and ACTS stand for the keeper marking as set out in

part 8 of this document.

~~NVR d~~ Decision (EU)
2018/1614~~2007/756/EC~~, Appendix 6, part 1.

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

01_87	_____	3320	—	644-7
TEN	_____	F-SNCF	_____	Ks

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- | | |
|--|---|
| <p>1) fully⁴ complies with all relevant UTPs (and RID if applicable) in the versions in force at the time⁵ of its technical admission, and which is admitted in all OTIF Contracting States⁶ in accordance with ATMF Articles <u>3 § 2</u> and 6 § 3,</p> <p>or</p> <p>2) is subject to ATMF Article 3a § 1 (i.e. authorised according to Articles 22(1) and 23(1) of EU Directive 2008/57/EC).</p> | <p>and has been authorised to be placed in service according to Article 22(1) of Directive 2008/57/EC, and</p> <p>is provided with an authorisation valid <u>for an area of use covering</u> in all Member States in accordance with Article 23(1) of Directive 2008/57/EC.</p> |
|--|---|

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

Vehicles which are not admitted to international operation in all Contracting States

~~eligible for a “TEN” marking~~

~~authorised to be placed in service in all Member States in accordance with Article 23(1) of Directive 2008/57/EC~~

need a marking indicating the Contracting

~~Contracting~~

~~Member~~

States which are part of the area of use of the vehicle ~~where the vehicle is~~

~~admitted to operation.~~

~~authorised to be placed in service.~~

This marking shall be according to one of the following drawings, where D stands for the Contracting

~~Contracting~~

~~Member~~

State ~~who~~ that has granted

the first admission

the first authorisation

(in the given example, Germany) and F stands for the second authorising Contracting State

~~Contracting State~~

~~MS~~

(in the given example, France). The

~~⁴ If the UTP contains “open points” relating to the vehicles compatibility with infrastructure or if the vehicle is subject to a derogation or a specific case or not fully UTP compliant, it shall be admitted according to ATMF Article 6 § 4; instead of TEN, it will need the grid marking to indicate the States which have admitted the vehicle.~~

~~⁵ The date of admission is the date on which the certificate is issued.~~

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



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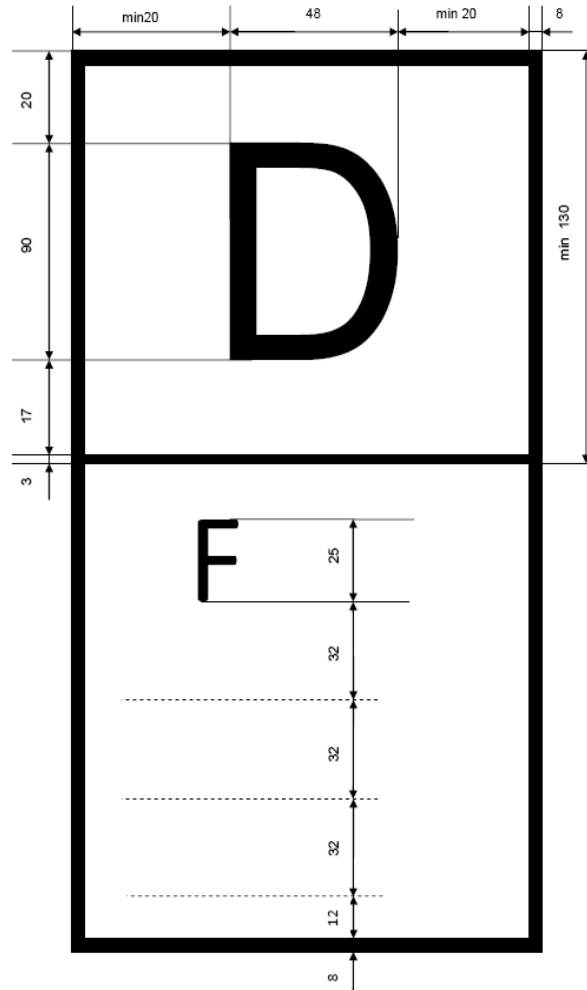
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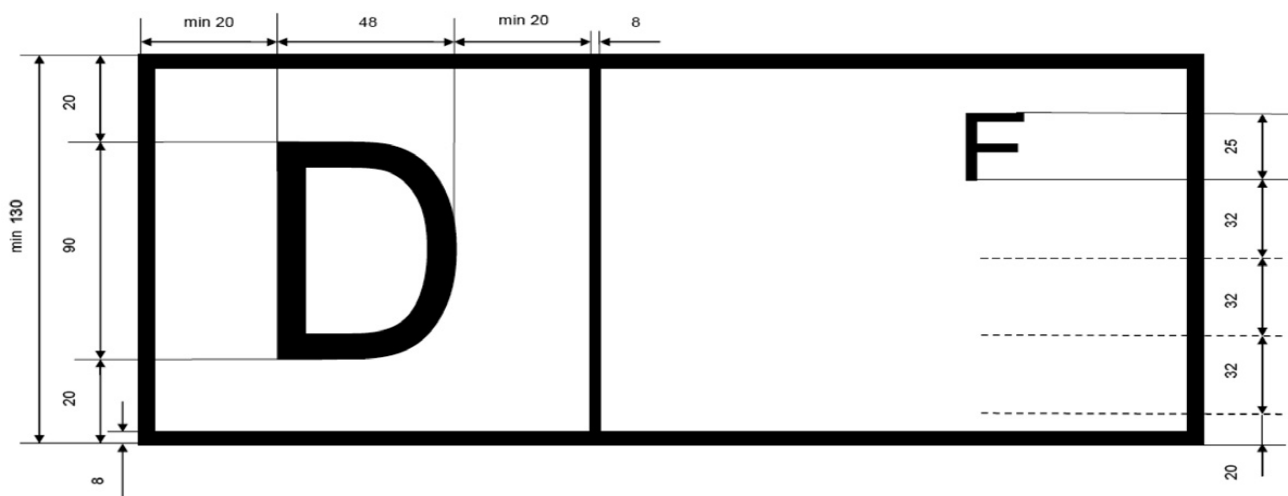
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Country codes shall be in accordance with part 10 of this document.

MS are codified in accordance with ~~Commission~~ Decision [\(EU\) 2018/1614](#) ~~2007/756/EC~~, Appendix 6, part 4.



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7. VEHICLE IDENTIFICATION

~~NVR~~ SPECIFICATIONS FOR
VEHICLE REGISTERS: APPENDIX
 6 PART '0' – VEHICLE
 IDENTIFICATION

General remarks

~~This section describes the Unique Vehicle Number (EVN)~~

~~This appendix describes the European Vehicle Number~~

This section describes the EVN and linked marking applied in a visible manner on the vehicle to identify it uniquely and in a permanent manner during operation. It does not describe other numbers or markings eventually engraved or fixed in a permanent manner on the chassis or the main components of the vehicle during its construction.

Unique

European


~~Vehicle number~~ EVN and linked abbreviations

Each railway vehicle shall receive a number consisting of 12 figures

[called Unique Vehicle Number (EVN)]

[called European Vehicle Number (EVN)]

with the following structure:

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Rolling stock group	Interoperability capability and vehicle type [2 figures]	Country in which the vehicle is registered [2 figures]	Technical characteristics [4 figures]	Serial number [3 figures]	Check digit [1 figure]
Wagons	00 to 09 10 to 19 20 to 29 30 to 39 40 to 49 80 to 89 <i>[details in section⁷ 11]</i>	01 to 99 <i>[details in section 10]</i>	0000 to 9999 <i>[details in section 14]</i>	000 to 999	0 to 9 <i>[details in section. 9]</i>
Hauled passenger vehicles	50 to 59 60 to 69 70 to 79 <i>[details in section 12]</i>		0000 to 9999 <i>[details in section 15]</i>	000 to 999	
Tractive rolling stock and units in a trainset in fixed or pre-defined formation	90 to 99 <i>[details in section 13]</i>		0000000 to 8999999 <i>[the meaning of these figures is defined by the Contracting States, eventually by bilateral or multilateral agreement]</i>		
Special vehicles			9000 to 9999 <i>[details in section 16]</i>	000 to 999	

In a given country, the 7 digits of technical characteristics and serial number are sufficient to identify uniquely a vehicle inside the groups of hauled passenger vehicles and special vehicles⁸.

Alphabetical markings complete the number:

- abbreviation of the country in which the vehicle is registered
(details in section 10 of this UTP) ~~(details in part 4 of NVR Decision 756/2007/EC)~~
- Vehicle Keeper Marking
(details in section 8 of this UTP) ~~(details in part 1 of NVR Decision 756/2007/EC)~~
- abbreviations of the technical characteristics
(details for the wagons in section 17 and for the hauled passenger vehicles in section 18 of this UTP). ~~(details in part 12 of NVR Decision 756/2007/EC for the wagons, part 13 of NVR Decision 756/2007/EC for the hauled passenger vehicles).~~


~~The~~

~~Unique Vehicle Number (EVN)~~

~~European Vehicle Number~~

⁷ The word 'section' is referred to as 'part' in the corresponding EU regulation.

⁸ For special vehicles, the number has to be unique in a given country with the first digit and the 5 last digits of the technical characteristics and serial number.

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~~shall be changed when it does not reflect the interoperability capability or technical characteristics according to this Appendix due to technical modifications of the vehicle. Such technical modifications may require a new~~

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

~~placing in service according to Articles 20 to 25 of Directive 2008/57/EC.~~

8. VEHICLE KEEPER MARKING

~~NVR~~ SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 1 – VEHICLE KEEPER MARKING

Definition of the Vehicle Keeper Marking (VKM)

A Vehicle Keeper Marking (VKM) is an alphabetic code, consisting of 2 to 5 letters⁹. A VKM is inscribed on each rail vehicle, near the [EVN](#).

~~Unique Vehicle Number (EVN).~~

~~European Vehicle Number.~~

The VKM ~~shall~~ identify ~~ies~~ the ~~Vehicle K~~eeper as registered in ~~a National Vehicle Register.~~
[the Vehicle Register.](#)

~~the EVR.~~

A VKM ~~is~~ ~~shall be~~ unique and valid in all countries covered by

this UTP

~~TSI OPE and NVR~~ [this](#) Decision

and all countries that enter into an agreement that involves the application of the system of vehicle numbering and VKM as described in

this UTP.


~~TSI OPE and NVR~~ [this](#) Decision.

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

Format of the Vehicle Keeper Marking

The VKM ~~is~~ ~~shall be a~~ representation of the full name or abbreviation of the ~~vehicle~~ keeper, if possible in a recognisable manner. ~~Any of the~~ ~~At~~ 26 letters of [the ISO 8859-1](#) ~~the Latina~~ alphabet may be used. The letters in the VKM ~~are~~ ~~shall be~~ written in capitals. Letters that do not stand for first letters of words in the keeper's name may be written in lower case. For checking uniqueness, the letters written in lower case ~~will~~ ~~shall~~ be taken as written in capitals.

⁹ For NMBS/SNCB, the use of an encircled single letter B can be continued.

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Letters may contain diacritical signs¹⁰. Diacritical signs used by these letters ~~are~~ shall be ignored for checking uniqueness.

For vehicles of keepers that reside in a country that does not use the Latin alphabet, a translation of the VKM in its own alphabet may be applied behind the VKM separated from it by a slash-sign ('/'). This translated VKM shall be ~~is~~ disregarded for data-processing purposes.

Provisions about allocation of Vehicle Keeper Markings

~~A vehicle keeper can be issued in~~ More than one VKM may be assigned to a keeper, in case:

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

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

- (3) ~~that~~ which belong to single corporate structure (e.g. holding structure);
- (4) which ~~that~~ belong to a single corporate structure that has appointed and mandated one organisation within this structure to handle all issues on behalf of all others;
- (5) which ~~that~~ has ~~es~~ mandated a separate, single legal entity for handling all issues on their behalf; ~~in which that event case~~ the legal entity ~~is~~ shall be the keeper.

Register of Vehicle Keeper Markings and procedure for allocation

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

An applicant ~~ion~~ shall request for a VKM from the competent authority of the Contracting State where the applicant has its main place of business. That competent authority shall check the application and then ~~is filed with the applicant's competent national authority and forwarded it~~ to the

Secretary General of OTIF ~~iat~~.

ERA.

A VKM ~~can~~ may be used only after publication by the

Secretary General of OTIF ~~iat~~.

ERA.

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


Secretary General of OTIF ~~iat~~.

ERA.

A VKM ~~will~~ shall then be revoked once the keeper has proved that the marking has been changed on all vehicles concerned. It ~~will~~ shall not be reissued for 10 years, unless it is reissued to the original holder or at his request to another holder.

A VKM can be transferred to another holder, which is the legal successor to the original holder. A VKM shall ~~stays~~ valid when the VKM's holder changes his name to a name that does not bear resemblance to the VKM.

¹⁰ Diacritical marks are 'accent-signs', such as in À, Ç, Ö, Č, Ž, Å etc. Special letters such as Ø and Æ will be represented by a single letter; in tests for uniqueness Ø is treated as O and Æ as A.

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In case of a change of keeper which entails a change of VKM, the vehicles concerned must be marked with the new VKM within three months from the date of registration of the change of keeper in the

[Vehicle Register.](#)

[EVR.](#)

~~National Vehicle Register.~~ In case of inconsistency between the VKM marked on the vehicle and the data registered in the

[Vehicle Register, the vehicle register– registration shall prevail.](#)

[EVR, the EVR-registration supersedes.](#)

~~NVR, the NVR-registration supersedes.~~

~~NVR~~ [SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 2 – NOT USED](#)

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

~~NVR~~ [SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 3 – RULES FOR THE DETERMINATION OF THE CHECK-DIGIT \(DIGIT 12\)](#)

The check-digit ~~is~~ [shall be](#) determined in the following manner:

- the digits in the even positions of the basic number (counting from the right) are taken at their own decimal value;
- the digits in the odd positions of the basic number (counting from the right) are multiplied by 2;
- the sum formed by the digits in even position and by all the digits which constitute the partial products obtained from the odd positions is then established;
- the units digit of this sum is retained;
- the complement required to bring the units digit to 10 forms the check-digit; should this units digit be nought, then the check-digit will also be nought.


Examples

1 - Let the basic number be	3	3	8	4	4	7	9	6	1	0	0
Multiplication factor	2	1	2	1	2	1	2	1	2	1	2
	6	3	16	4	8	7	18	6	2	0	0

Sum: $6 + 3 + 1 + 6 + 4 + 8 + 7 + 1 + 8 + 6 + 2 + 0 + 0 = 52$

The unit's digit of this sum is 2.

The check-digit number will therefore be 8 and the basic number thus becomes the registration number 33 84 4796 100 – 8.

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2 - Let the basic number be	3	1	5	1	3	3	2	0	1	9	8
Multiplication factor	2	1	2	1	2	1	2	1	2	1	2
	6	1	10	1	6	3	4	0	2	9	16

Sum: $6 + 1 + 1 + 0 + 1 + 6 + 3 + 4 + 0 + 2 + 9 + 1 + 6 = 40$

The unit's digit of this sum is 0.

The check-digit number will therefore be 0 and the basic number thus becomes the registration number 31 51 3320 198 – 0.

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

NVR SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 4 - CODING OF THE COUNTRIES IN WHICH THE VEHICLES ARE REGISTERED (DIGITS 3-4 AND ABBREVIATION)

[The Information relating to third countries is given for information purposes only](#)

Countries	Alphabetical country code ¹	Numerical country code
Albania	AL	41
Algeria	DZ	92
Armenia	AM	58
Austria	A	81 ⁽⁶⁾
Azerbaijan	AZ	57
Belarus	BY	21
Belgium	B	88
Bosnia-Herzegovina	BIH ⁽²⁾	50 and 44
Bulgaria	BG	52
China	RC	33
Croatia	HR	78
Cuba	CU ¹	40
Cyprus	CY	
Czech Republic	CZ	54
Denmark	DK	86
Egypt	ET	90
Estonia	EST	26
Finland	FIN	10
France	F	87

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Georgia	GE	28
Germany	D	80 ⁽²⁾
Greece	GR	73
Hungary	H	55 ⁽⁵⁾
Iran	IR	96
Iraq	IRQ ¹	99
Ireland	IRL	60
Israel	IL	95
Italy	I	83 ⁽³⁾
Japan	J	42
Kazakhstan	KZ	27
Kyrgyzstan	KS	59
Latvia	LV	25
Lebanon	RL	98
Liechtenstein	FL	
Lithuania	LT	24
Luxembourg	L	82
North-Macedonia	MK	65
Malta	M	
Moldova	MD ¹	23
Monaco	MC	
Mongolia	MGL	31
Montenegro	MNE	62
Morocco	MA	93
Netherlands	NL	84
North Korea	PRK ¹	30
Norway	N	76
Poland	PL	51
Portugal	P	94
Romania	RO	53
Russia	RUS	20
Serbia	SRB	72
Slovakia	SK	56
Slovenia	SLO	79
South Korea	ROK	61
Spain	E	71
Sweden	S	74
Switzerland	CH	85 ⁽⁴⁾
Syria	SYR	97
Tajikistan	TJ	66
Tunisia	TN	91
Turkey	TR	75
Turkmenistan	TM	67
Ukraine	UA	22
United Kingdom	GB	70
Uzbekistan	UZ	29
Vietnam	VN ¹	32

[\(1\) According to the alphabetical coding system described in Appendix 4 to the 1949 convention and Article 45\(4\) of the 1968 convention on road traffic.](#)

[\(2\) Bosnia-Herzegovina uses 2 specific railway codes. A numerical country code 49 is reserved.](#)

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[\(3\) And specific code \(*\) 64 for FNME \(Ferrovie Nord Milano Esercizio\)](#)

[\(4\) And specific code \(*\) 63 for BLS \(Bern–Lötschberg–Simplon Eisenbahn\) was used for vehicles authorised before 2007.](#)

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

[\(7\) And specific code \(*\) 68 for AAE \(Ahaus Alstätter Eisenbahn\).](#)

[\(*\) Any new vehicles registered in EVR for AAE, BLS, FNME or GySEV/ROeEE are to be given the standard country code. The EVR IT system shall consider both codes \(main country code and specific code\) as relating to the same country.](#)

~~NVR~~ SPECIFICATIONS FOR
VEHICLE REGISTERS: APPENDIX 6
PART 5 – NOT USED

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

~~NVR~~ SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 6 – INTEROPERABILITY CODES USED FOR WAGONS (DIGITS 1-2)

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

(a) UTP WAG ~~2015~~A94-02/2-2012 or WAG TSI Regulation (EU) No 321/2013

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

(c) Fixed or variable gauge.


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

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

~~NVR~~-SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 7 – INTERNATIONAL TRAFFIC ABILITY CODES FOR HAULED PASSENGER VEHICLES (DIGITS 1-2)

→ 2 nd digit 1 st digit ↓	Domestic traffic	TEN ^(a) and/or COTIF ^(a,b) and/or PPV/PPW				Domestic traffic or International traffic by special agreement	TEN ^(a) and/or COTIF ^(b)	PPV/PPW		
	0	1	2	3	4	5	6	7	8	9
5	Vehicles for domestic traffic	Fixed-gauge non-air-conditioned vehicles (including car-carrying wagons)	Gauge- adjustable adjustable (1435/1520) non-air-conditioned vehicles	Not to be used	Gauge- adjustable adjustable (1435/1668) non-air-conditioned vehicles	Historical vehicles	Not to be used ^(c)	Fixed-gauge vehicles	Gauge- adjustable adjustable (1435/1520) vehicles with change of bogies	Gauge- adjustable adjustable (1435/1520) vehicles with gauge- adjustable adjustable axles
6	Service vehicles	Fixed-gauge air-conditioned vehicles	Gauge- adjustable adjustable (1435/1520) air-conditioned vehicles	Service vehicles	Gauge- adjustable adjustable (1435/1668) air-conditioned vehicles	Car-carrying wagons	Not to be used ^(c)			
7	Air-conditioned and pressure tight vehicles	Not to be used	Not to be used	Pressure-tight fixed-gauge air-conditioned vehicles	Not to be used	Other vehicles	Not to be used	Not to be used	Not to be used	Not to be used

(a) Compliance with the applicable UTP/TSIs, see appendix PH, part 56 of Commission Regulation (EU) 2015/995 of 8 June 2015 amending Decision 2012/757/EU.
 (b) Including vehicles, which according to ~~existing~~ previous regulations carry the digits defined in the present table. COTIF: vehicle compliant with COTIF regulation in force at the moment of placing in service
 (c) Excepted for coaches with fixed gauge (56) and adjustable gauge (66) already in service, not to be used for new vehicles

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

~~NVR~~ SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 8 – TYPES OF TRACTIVE ROLLING STOCK AND UNITS IN A TRAIN-SET IN FIXED OR PRE-DEFINED FORMATION (DIGITS 1-2)

The first digit ~~is~~ shall be '9'.

If the second digit shall describes the type of tractive stock, following coding is mandatory:

Code	General vehicle type
0	Miscellaneous
1	Electric locomotive
2	Diesel locomotive
3	Electric multiple-unit set (high speed) [power car or trailer]
4	Electric multiple-unit set (except high speed) [power car or trailer]
5	Diesel multiple-unit set [power car or trailer]
6	Specialised trailer,
7	Electric shunting engine
8	Diesel shunting engine
9	Special vehicle

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

~~NVR~~ SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 9 -STANDARD NUMERICAL MARKING OF WAGONS (DIGITS 5 TO 8)

Digits 5 to 8 indicate the main technical characteristics of the wagon. A list with numbers is published on the ERA website (www.era.europa.eu).

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

~~Digits 5 to 8 indicate the main technical characteristics of the wagon. A list with numbers is published on the ERA website (www.era.europa.eu).~~

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

~~(as referred to in the National Vehicle Register specifications A 94-20/2.2012) and sent to ERA or the Secretary General. A new code can may be used only after publication by ERA¹¹.~~

~~(as referred to in Decision 2007/756/EC) and sent to the ERA Agency. A new code can may be used only after publication by the ERA Agency.~~

¹¹ For EU Member States the applications should be sent to ERA.

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

~~NVR~~-SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 10 – CODES FOR THE TECHNICAL CHARACTERISTICS OF THE HAULED PASSENGER STOCK (DIGITS 5-6)

An application for a new code ~~is shall be~~ filed with the registration ~~er~~ing entity, ~~(as referred to in the National Vehicle Register specifications A 94 20/2.2012)~~ and ~~which shall~~ send ~~it~~ to ERA or the Secretary General. A new code ~~can may~~ be used only after publication by ERA¹².

The tables in this section are copied from the ‘Part 10’ document as published on the ERA website¹³. The ‘Part 10’ document consists of two tables:

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


~~The Agency shall manage the codes for the technical characteristics of the hauled passenger stock Part 10 is and published them on the ERA its website (www.era.europa.eu).~~

An application for a new code ~~is shall be~~ filed with the registration ~~er~~ing entity, ~~(as referred to in Decision 2007/756/EC)~~ and ~~which shall~~ send ~~it~~ to the ~~ERA Agency~~. A new code ~~can may~~ be used only after publication by the ~~ERA Agency~~.

	6th digit 5th digit	0	1	2	3	4
Reserved	0	Reserved	Reserved	Reserved	Reserved	Reserved
Vehicles with 1 st class seats	1	10 side-corridor compartments or equivalent open-saloon space with centre aisle	≥ 11 side-corridor compartments or equivalent open-saloon space with centre aisle	Reserved	Reserved	Two or three axles
Vehicles with 2 nd class seats	2	10 side-corridor compartments or equivalent open-saloon space with centre aisle	11 side-corridor compartments or equivalent open-saloon space with centre aisle	≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle	Three axles	Two axles
Vehicles with 1 st or 1 st /2 nd class seats	3	10 side-corridor compartments or equivalent open-saloon space with centre aisle	11 side-corridor compartments or equivalent open-saloon space with centre aisle	≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle	Reserved	Two or three axles
1 st or 1 st /2 nd class couchette cars	4	10 1 st /2 nd class compartments	Reserved	Reserved	Reserved	≤ 9 1 st /2 nd class compartments
2 nd class couchette cars	5	10 compartments	11 compartments	≥ 12 compartments	Reserved	Reserved
Reserved	6	Reserved	Reserved	Reserved	Reserved	Reserved

¹² For EU Member States the applications should be sent to ERA.

¹³ Table equivalent to the one published on ERA website on 11.03.2012.


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Sleeping cars	7	10 compartments	11 compartments	12 compartments	< 10 2 nd class compartments	< 10 1 st class compartments
Vehicles of special design and vans	8	Driving trailer with seats, all classes, with or without luggage compartment, with driving cab for reversible working	Vehicles with 1 st or 1 st /2 nd class seats with luggage or mail compartment	Vehicles with 2 nd class seats with luggage or mail compartment	Reserved	Vehicles with seats, all classes with specially-fitted areas, e.g. children's play area
	9	Mail vans	Luggage vans with mail compartment	Luggage vans	Luggage vans and two or three-axle 2 nd class vehicles with seats, with luggage or mail compartment	Side-corridor luggage vans, with or without compartment under customs seal

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

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

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

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

Notes:

¹ Only for domestic traffic vehicles

² Only for vehicles able to international traffic


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

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

A Autonomous heating, without train bus electricity supply line

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

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

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

~~NVR~~ SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 11 – CODES FOR THE TECHNICAL CHARACTERISTICS OF THE SPECIAL VEHICLES (DIGITS 6-8)

An application for a new code ~~is~~ shall be filed with the registration entity, ~~(as referred to in the National Vehicle Register specifications A-94-20/2.2012) and which shall send it to ERA or the Secretary General. A new code can may be used only after publication by ERA¹⁴.~~

The first two tables in this section are copied from the ‘Part 11’ document as published on the ERA website¹⁵. ~~The “Part 11” document consists of two tables:~~

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

The Agency shall manage the codes for the technical characteristics of special vehicles and Part 11 is published them on the ERA's website (www.era.europa.eu).

An application for a new code ~~is~~ shall be filed with the registration entity, ~~(as referred to in Decision 2007/756/EC) and which shall send it to the ERA Agency. A new code can may be used only after publication by the ERA Agency.~~

Authorised speed for special vehicles (digit 6)


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

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

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

¹⁴ For EU Member States the applications should be sent to ERA.

¹⁵ Table equivalent to the one published on ERA website on 20.01.2014.

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

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



<i>7th digit</i>	<i>8th digit</i>	<i>Vehicles / machines</i>
	8	
	9	
	0	Other
5 Loading, unloading and various transport	1	Rail loading/unloading and transport machine
	2	Loading/unloading and transport machine for ballast, gravel, etc.
	3	
	4	
	5	Sleeper loading/unloading and transport machine
	6	
	7	
	8	Loading/unloading and transport machine for switchgear, etc.
	9	Loading/unloading and transport machine for other materials
	0	Other
6 Measuring	1	Earthworks recording car
	2	Track recording car
	3	Overhead line recording car
	4	Gauge recording car
	5	Signalling recording car
	6	Telecommunications recording car
	7	
	8	
	9	
	0	Other
7 Emergency	1	Emergency crane
	2	Emergency haulage car
	3	Emergency tunnel train
	4	Emergency car
	5	Fire car
	6	Sanitary vehicle
	7	Equipment car
	8	
	9	
	0	Other
8 Traction, transport, energy, etc.	1	Tractive units
	2	
	3	Transport car (excl. 59)
	4	Power car
	5	Track car / powered car
	6	
	7	Concreting car
	8	
	9	
	0	Other
9 Environment	1	Self-propelled snow plough
	2	Hauled snow plough
	3	Snow broom
	4	De-icing machine



7th digit	8th digit	Vehicles / machines
	5	Weed-killing machine
	6	Rail cleaning machine
	7	
	8	
	9	
	0	Other
0 Rail/road	1	Category 1 rail/road machine
	2	
	3	Category 2 rail/road machine
	4	
	5	Category 3 rail/road machine
	6	
	7	Category 4 rail/road machine
	8	
	9	
	0	Other

17. LETTER MARKING FOR WAGONS EXCLUDING ARTICULATED AND MULTIPLE WAGONS

An application for a new code ~~is shall be~~ filed with the ~~regist~~registration~~ing~~ entity, ~~(as referred to in the National Vehicle Register specifications A-94-20/2.2012) and which shall send it~~ to ERA or the Secretary General. A new code ~~can may~~ be used only after publication by ERA¹⁶.

The tables in this section are copied from the ‘Part 12’ document as published on the ERA website¹⁷. The ‘Part 12’ document consists of 10 tables:

- CATEGORY LETTER: E - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: G – COVERED WAGON


~~NVR-SPECIFICATIONS FOR~~ VEHICLE REGISTERS: APPENDIX 6 PART 12 — LETTER MARKING FOR WAGONS EXCLUDING ARTICULATED AND MULTIPLE WAGONS

~~Part 12 is~~ The Agency shall manage the codes for letter marking for wagons (except articulated and multiple wagons) and published on them on its the ERA-website (www.era.europa.eu).

An application for a new code ~~is shall be~~ filed with the ~~regist~~ration~~ing~~ entity, ~~(as referred to in Decision 2007/756/EC) and which shall send it~~ to the ~~ERA~~Agency. A new code ~~can may~~ be used only after publication by the ~~ERA~~Agency.

¹⁶ For EU Member States the applications should be sent to ERA.

¹⁷ Table equivalent to the one published on ERA website on ~~206.404.2017~~4.

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

DEFINITION OF THE CATEGORY AND INDEX LETTERS


1. Important notes

In the attached tables:

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

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

q pipe for electric heating which can be supplied by all accepted currents

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qq pipe and installation for electric heating which can be supplied by all accepted currents

s wagons authorised to run ~~under "s" conditions~~ [at speeds up to 100 km/h](#) ~~(see Annex B of Rolling Stock TSI/UTP WAG)~~

ss wagons authorised to run [at speeds up to 120 km/h](#) ~~under "ss" conditions (see Annex B of Rolling Stock TSI/UTP WAG)~~


3. Index letters with a national value

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

The value of these letters is defined by each [Contracting State](#)

~~Contracting State:~~


~~Member State:~~

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CATEGORY LETTER: E - OPEN HIGH-SIDED WAGON

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

- a** This concept only applies to open high-sided wagons with a flat floor, and provided with a device enabling them to be used, either as ordinary wagons with a flat bottom, or for gravity unloading of certain goods by suitable positioning of the traps.
- b** Only applicable to wagons with gauge of 1520 mm.

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CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON

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

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


b Only applicable to wagons with gauge of 1520 mm.

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


Arrangement of the unloading apertures:

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

Rate of unloading:

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


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CATEGORY LETTER: G – COVERED WAGON

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

a Only applicable to wagons with gauge of 1520 mm.


b The concept "for fruits and vegetables" applies only to wagons provided with additional ventilation apertures at the floor level.

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CATEGORY LETTER: H – COVERED WAGON

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

- a** 2-axle wagons bearing the index letters "f", "fff" can have a payload capacity less than 70 m³.
- b** Only applicable to wagons with gauge of 1520 mm.
- c** The concept "for fruits and vegetables" applies only to wagons provided with additional ventilation apertures at the floor level.
- d** Only applicable to wagons with gauge of 1435 mm.
- e** Movable partitions may be dismantled temporarily.


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CATEGORY LETTER: I – TEMPERATURE-CONTROLLED WAGON

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

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


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

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CATEGORY LETTER: K – 2-AXLE FLAT WAGON

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


- a** Index letter “g” may be used together with category letter K exclusively for ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category L.
- b** The index letter “p” shall not be marked on wagons bearing index letter “i”.

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CATEGORY LETTER: L – 2-AXLE FLAT WAGON


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

- a** The inscription of the index letters "l" or "p" is optional for wagons bearing the index letters "b", "c", "d", "e", "g", "h", "hh", "i" or "ii". But numerical codes must always correspond to letter markings on wagons.
- b** Wagons used solely for the transport of containers (except pa).
- c** Wagons used solely for the transport of steel coils.
- d** Only applicable to wagons with gauge of 1435 mm.

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


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

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CATEGORY LETTER: R –FLAT BOGIES WAGON

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


- a** The use of the index letter “g” associated with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category S.
- b** The use of the index letter “h” or “hh” together with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category S.
- c** The index letters "oo" and/or "p" shall not be marked on wagons bearing index letter "i".

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CATEGORY LETTER: S –FLAT BOGIES WAGON

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


- a** Only applicable to wagons with gauge of 1520 mm.
- b** The inscription of the index letters "l" or "p" is optional for wagons bearing the index letters "b", "c", "d", "e", "g", "gg", "h", "hh", "i" or "ii". But numerical codes must always correspond to letter markings on wagons.
- c** Wagons which in addition to the transport of containers and swap bodies are used to transport vehicles shall be marked with the index letters "g" or "gg" and the letter "d".
- d** Wagons used solely for the transport of containers or for transport of swap bodies for grab handling and spreader gripping.
- e** Wagons used solely for the transport of steel coils.
- f** Only applicable to wagons with gauge of 1435 mm.

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CATEGORY LETTER: T – WAGON WITH OPENING ROOF

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

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

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

Arrangement of the unloading apertures:

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

Rate of unloading:

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

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CATEGORY LETTER: U - SPECIAL WAGONS

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

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

b In particular:


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

c Index letter "n" shall not be marked on wagons bearing the index letter "i".

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

Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
 - bilateral: Apertures on either side of the track, outside the rails
- (For these wagons, unloading is:
- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,


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- alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)

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

Rate of unloading:

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


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CATEGORY LETTER: Z - TANK WAGON

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

a Only applicable to wagons with gauge of 1520 mm.

b The index letter "c" shall not be marked on wagons bearing the index letter "g".

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LETTER MARKING FOR WAGONS FOR ARTICULATED AND MULTIPLE WAGONS

DEFINITION OF THE CATEGORY AND INDEX LETTERS

1. Important notes

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

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

q pipe for electric heating which can be supplied by all accepted currents

qq pipe and installation for electric heating which can be supplied by all accepted currents

s wagons authorised to run at speeds up to 100 km/h ~~under "s" conditions (see annex B of rolling stock TSI/UTP WAG)~~

ss wagons authorised to run at speeds up to 120km/h ~~under "ss" conditions (see annex B of rolling stock TSI/UTP WAG)~~


3. Index letters with a national value

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

The value of these letters is defined by each Contracting State

~~Contracting State.~~

~~Member State.~~

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CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON

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

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


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

Arrangement of the unloading apertures:

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

Rate of unloading:


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

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CATEGORY LETTER: H - COVERED WAGON

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


- a** The concept "for fruits and vegetables" applies only to wagons provided with additional ventilation apertures at the floor level.
- b** Only applicable to wagons with gauge of 1435 mm.
- c** Movable partitions may be dismantled temporarily.

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CATEGORY LETTER: I - TEMPERATURE CONTROLLED WAGON

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


- a** The index letter "l" shall not be marked on wagons bearing the index letters "g", "gg", "i" or "ii".
- b** The concept of "accompanying technical wagon" applies at the same time to factory wagons, workshop wagons (both with or without sleeping accommodation) and dormitory wagons.
- c** The index letter "o" shall not be marked on wagons bearing the index letter "l".

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CATEGORY LETTER: L - FLAT WAGON WITH SEPARATE AXLES

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


- a** The inscription of the index letters "l" or "p" is optional for wagons bearing the index letters "b", "c", "d", "e", "g", "h", "hh", "i" or "ii". But numerical codes must always correspond to letter markings on wagons.
- b** Wagons used solely for the transport of containers (except pa).
- c** Wagons used solely for the transport of steel coils.
- d** Only applicable to wagons with gauge of 1435 mm.

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CATEGORY LETTER: S - FLAT BOGIE WAGON

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


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

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CATEGORY LETTER: T - WAGON WITH OPENING ROOF

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

- a** Index letter "b" shall not be marked on wagons bearing the index letters "d", "dd", "i", "l", "ll", "o", "oo", "p" or "pp".
- b** Wagons with gravity unloading in category T are wagons fitted with an opening roof giving access to a loading hatch over the complete length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

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

Arrangement of the unloading apertures:

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

Rate of unloading:

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

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CATEGORY LETTER: U - SPECIAL WAGONS


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

- a** Wagons with gravity unloading in category U are closed wagons which can only be loaded through one or more loading apertures situated in at the top part of the body, and whose total opening dimensions are less than the length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.
- b** In particular:
- well wagons
 - wagons with a central recess
 - wagons with an ordinary sloping diagonal permanent control desk

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


Arrangement of the unloading apertures:

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

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Rate of unloading:


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

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CATEGORY LETTER: Z - TANK WAGON

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

a The index letter "c" shall not be marked on wagons bearing the index letter "g".

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18. LETTER MARKING FOR HAULED PASSENGER STOCK

~~NVR~~ SPECIFICATIONS FOR VEHICLE REGISTERS: APPENDIX 6 PART 13 — LETTER MARKING FOR HAULED PASSENGER STOCK

An application for a new code ~~is shall be~~ filed with the registration entity, ~~(as referred to in the National Vehicle Register specifications A 94 20/2.2012) and which shall send it~~ to ERA or the Secretary General. A new code ~~can may~~ be used only after publication by ERA¹⁸.

~~Part 13 is~~ The Agency shall manage the codes for letter marking for hauled passenger stock and publish ~~ed them~~ on the ERA's website (www.era.europa.eu).

An application for a new code ~~is shall be~~ filed with the registration entity, ~~which shall (as referred to in Decision 2007/756/EC) and send it~~ to the ERA Agency. A new code ~~can may~~ be used only after publication by the ERA Agency.

Serial letters with an international value:

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


Index letters with an international value:

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

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

Serial letters and index letters with a national value

¹⁸ For EU Member States the applications should be sent to ERA.

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The others serial letters and index letters have a national value, defined by each [Contracting State](#).

~~Contracting State.~~

~~Member State.~~