



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-20008

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VEHICLE REGISTER SPECIFICATIONS

Proposal for decision

1. INTRODUCTION

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

Following consecutive decisions taken by the Committee of Technical Experts at its 5th, 7th and 12th sessions, the Contracting States have had to establish their NVR in accordance with common operational and technical specifications.

OTIF's current NVR specifications are aligned with the NVR specifications of the European Union. The NVR specifications define harmonised data content, data formatting and access rights for national registers so that data can be exchanged by connecting each NVR to a central search engine. Furthermore, under the existing OTIF NVR specifications, the European Union Agency for Railways (ERA) has agreed to provide the central search engine - ECVVR¹ - to connect the different NVRs.

The European Commission's DG MOVE informed the Working Group Technology (WG TECH) that on 25 October 2018, in accordance with the EU's fourth railway package, the European Union had adopted European Union Commission Implementing Decision (EU) 2018/1614 concerning a centralised European vehicle register (EVR) to be used by its Member States. The new EVR specifications would supersede the NVR specifications. As a consequence, the European Union member states will discontinue the use of their respective NVRs and migrate the data from 26 connected NVRs to a single central vehicle register (EVR). From 16 June 2021, the EVR is expected to be operational, by which time the NVRs and the ECVVR will be discontinued.

The register that the European Union is to establish will not be compatible with OTIF's current NVR specifications. As a consequence, OTIF's NVR specifications will become practically obsolete and new specifications will be required to implement the provisions of Article 13 of ATMF.

The purpose of this proposal is to establish new harmonised provisions concerning data content, data formatting and access rights for vehicle registers.

2. CONTEXT AND SUBSTANCE OF THE PROPOSAL

The objective of vehicle registers is to make essential administrative data concerning vehicles in international traffic accessible to users such as railway undertakings and Competent Authorities., who can

- check whether a vehicle is duly registered and the status of the registration;
- retrieve information on the admission to operations, including the authorising entity, the area of use, the conditions for use and other restrictions;
- retrieve the type of construction according to which the vehicle is built;
- identify the keeper, the owner and the entity in charge of maintenance.

The proposal is to repeal OTIF's current NVR specifications and replace them with new specifications for vehicle registers in accordance with COTIF, as last amended on 1 March 2019.

¹ European Centralised Virtual Vehicle Register – composed of two parts: Virtual Vehicle Register (VVR), which is the central search engine in ERA, and NVRs, which are local national vehicle registers.

3. PREPARATORY WORK

The Working Group Technology (WG TECH) considered different versions of the texts at its 38th and 39th sessions.

4. JUSTIFICATION FOR THE PROPOSAL

Competent authorities, railway undertakings, keepers and other relevant actors should have access to all relevant information concerning vehicles admitted to international traffic. This access should be provided through one or more vehicle registers, the specifications of which are developed in accordance with Article 13 of ATMF.

COTIF applies to international traffic only and may therefore only require that data concerning vehicles used in international traffic be shared. Vehicles that are only used in national traffic are outside the scope of COTIF and are also therefore outside the scope of mandatory vehicle register specifications under COTIF. However, Article 13 § 1 of ATMF stipulates that registers may contain vehicles admitted for national traffic only.

Although registration of a vehicle in a register is not a condition for the admission of the vehicle, Article 13 § 6 of ATMF lays down that the data in vehicle registers shall be considered as prima facie evidence of the admission. Proper registration therefore avoids lengthy checks of the status of admission of a vehicle. Registration of vehicles and the access to this information by all relevant parties is therefore very important for smooth international traffic by rail. Each Contracting State should therefore ensure that a vehicle register is available for registration of all relevant parameters and that this can be accessed by all the relevant entities of any Contracting State.

The specifications in the Annex to this document have been drafted in light of European Union Commission Implementing Decision (EU) 2018/1614, establishing the EVR. As a consequence, the EVR is deemed to comply with the specifications in the Annex. Moreover, the European Union offers non-EU OTIF Contracting States the possibility of using the EVR to register their vehicles that are admitted to international traffic. The technical and financial conditions for such use would be subject to bilateral arrangements between the parties concerned.

The specifications in the Annex allow states to choose whether they establish their national vehicle register, use the EVR, or establish and share a joint register with one or more other states. However, all registers must satisfy the specified common data format and access rights.

It is more efficient and user-friendly to make data for all vehicles available from one internet-based access point, rather than having to consult several different registers for vehicles from different states. States and their Registrars should therefore promote and facilitate the development of one internet-based search engine, which would allow simultaneous search queries in all registers.

PROPOSAL FOR DECISION

With reference to the Annex to this document, the Committee of Technical Experts decides as follows:

1. In accordance with Article 20 § 1 e) and Article 35 of COTIF and Article 13 §§ 1, 4 and 5 of the ATMF Uniform Rules, the Committee of Technical Experts adopts these specifications for vehicle registers.
2. Each state shall ensure that its vehicle register functions in accordance with these specifications by no later than 16 June 2021. By this date, all vehicles in the scope of ATMF must be registered in the vehicle register, which must be accessible to users in accordance with the specifications.

3. The standing working group Technology (WG TECH) is requested to explore possibilities to facilitate access to vehicle data for the purpose of international traffic, by developing digital tools which allow eligible users to retrieve data from all vehicle registers through a single query.
4. OTIF's national vehicle register specifications, as last amended on 30 November 2019, will no longer apply to those Contracting States which have fulfilled the obligations incumbent upon them under point 2.
5. OTIF's national vehicle register specifications, as last amended on 30 November 2019, are repealed with effect from 16 June 2021.
6. The Secretary General is instructed to publish this decision, together with these specifications for vehicle registers, on OTIF's website before they enter into force in accordance with Article 35 of COTIF.



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Specifications for vehicle registers


In accordance with
Article 13 of ATMF

Applicable from xxxxx

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Decision taken by the Committee of Technical Experts:

[text of the decision]

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Article 1 Scope and subject matter

- § 1 These Specifications lay down the requirements to be implemented by Contracting States for vehicle registers in accordance with Article 13 § 1 of ATMF.
- § 2 The scope of these specifications is the registration of and access to data on vehicles for which admission to international traffic has been issued.
- § 3 Contracting States which are also members of the European Union or which apply Commission Decision (EU) 2018/1614 through an agreement with the European Union shall not be subject to these specifications as long as they implement a register in accordance with the said European Union law.
- § 4 Vehicle registers shall enable the following:
- to check whether a vehicle is duly registered and the status of the registration;
 - to retrieve information on the admission to operation, including the authorising entity, the area of use, the conditions for use and other restrictions;
 - to identify the type of construction according to which the vehicle is built;
 - to identify the keeper, the owner and the entity in charge of maintenance.

Article 2 Definitions


Unless defined differently in these specifications, the definitions laid down in Article 2 of APTU and Article 2 of ATMF shall apply. In addition, the following definitions shall apply for the purpose of these specifications:

- a) “Registrar” means the single entity responsible, on behalf of a Contracting State, for the development, operation and maintenance of the vehicle register for that Contracting State¹.
- b) “Registration Entity” means the national entity designated by each Contracting State which is responsible for adding, editing and removing data from the vehicle register on behalf of that Contracting State.

Article 3 Vehicle registers

Contracting States shall ensure the availability of a vehicle register in which vehicle data can be stored and retrieved in accordance with these Specifications.

¹ The Registrar of the Contracting States using the EVR is the European Union Agency for Railways.

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Article 4

Architecture of the vehicle registers

- § 1 The content and data format of the vehicle register shall comply with the specifications in Annex 1.
- § 2 In addition to the data referred to in § 1, Contracting States may use additional fields.
- § 3 It is recommended that Contracting States and their Registrars cooperate with the other Contracting States and their Registrars with a view to facilitating access to vehicle data for the purpose of international traffic, by lending their support to the development of digital tools which allow authorised users to retrieve data from all vehicle registers through a single query.

Article 5

Data integrity, availability and protection


- § 1 Contracting States shall ensure direct and continued availability of vehicle data via the internet.
- § 2 Contracting States shall ensure sufficient integrity of data and protection of data by measures which are reasonable and suitable with respect to the sensitivity of the data concerned.
- § 3 As a general rule, the register shall be permanently available, with a target system availability of 98%.
- § 4 To retrieve data, the authentication of users shall be obtained by means of a username and password.
- § 5 To register data, the authentication of keepers and Registration Entities shall be carried out by means of an electronic identification which requires at least two authentication factors from different categories.

Electronic identification shall be designed in such a way that it can only be used under the control or possession of the person to whom it belongs.

Article 6

Registration Entity

- § 1 Each Contracting State shall designate a Registration Entity within six months after the entry into force of these specifications and shall notify the Secretary General thereof without delay.
- This Registration Entity may be the body designated in accordance with the OTIF National Vehicle Register specifications.
- The functions of Registration Entity and Registrar may be assigned to one organisation.
- § 2 Contracting States shall ensure that, where necessary, their Registration Entities cooperate and share information in order to ensure that data are registered correctly and without delay.

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Article 7


Data access

- § 1 Data shall be accessible to authorised users free of charge in accordance with Annex 2.
- § 2 In addition to § 1, any person or organisation shall be able to request access to a vehicle register from the Registration Entity of a Contracting State.
- The Registration Entity shall assess the request and, if appropriate, create a user account for the requestor and assign the appropriate access rights in accordance with Annex 2.
- § 3 Data shall be accessible to authorised users via the internet with the most commonly used web browsers.
- § 4 In order to facilitate international access, the user interface and the vehicle data shall be available in English. Any other language may be used in addition to English.
- § 5 Contracting States shall notify the Secretary General without delay of the location of the vehicle register and how to request access rights to it.
- Contracting State shall notify any changes to this information.
- The Secretary General shall make this information available to all Member States of OTIF and to Regional Economic Integration Organisations that have acceded to COTIF and shall publish a link to the vehicle register on the OTIF website.

Article 8

Registration of vehicle data

- § 1 A keeper shall submit the application for registration to the Registration Entity of the Contracting State where registration is sought.
- Application for registration of a vehicle, shall take place after it is admitted to operation in international traffic and before being operated.
- Applications for registration may concern a single vehicle or a number of vehicles.
- § 2 At the request of the applicant for admission to operation or keeper, the Contracting State chosen for registering the vehicle or vehicles shall pre-reserve a vehicle number or a range of vehicle numbers.
- If a pre-reserved vehicle number exists for a vehicle, that number shall be used for its first registration.
- § 3 Upon registration, the vehicle shall be assigned a Unique Vehicle Number (EVN) by the Registration Entity. The EVN shall comply with the rules laid down in the UTP Marking.
- Vehicles already possessing a 12-digit number shall keep their current number. The 12-digit number shall be registered as such without any modification.
- For vehicles without a 12-digit number, a 12-digit number shall be allocated in accordance with UTP Marking.


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- § 4 Registration Entities shall take reasonable steps to ensure the accuracy of the data registered.
Registration Entities may request supporting documents from the keeper for this purpose.
A Registration Entity may request information from other Registration Entities, in particular when the keeper applying for registration is established in another Contracting State.
- § 5 The keeper shall inform the Registration Entities concerned of any changes which are relevant to a registration and of redundant registrations of vehicles registered in two or more interconnected registers.
- § 6 Contracting States may require that vehicles whose registration data in accordance with these Specifications cannot be retrieved by the entities listed in Annex 2 be registered in their vehicle register before being operated on their territory.
- § 7 The Registration Entity shall register the data within 20 working days of the receipt of a complete application. The Registration Entity shall, within that deadline, either register the vehicle or request correction or clarification.
- § 8 At its request, the keeper shall be informed of the progress of its applications.

Article 9

Suspension and withdrawal of registrations

- § 1 If a Competent Authority in the meaning of Article 5 of ATMF considers that there is a justified case for suspension of registration of a vehicle in accordance with the provisions of Article 10a of ATMF, it shall request the Registration Entity concerned to suspend it.
The Registration Entity shall suspend the registration without delay upon such a request.
- § 2 Each Registration Entity has the right to suspend a vehicle registration for which it was itself the Registering Entity. It may only do so in duly justified cases.
- § 3 The new status, the reason for suspension and the date of suspension shall be registered.
- § 4 A vehicle that has its registration suspended may not be operated in international traffic between Contracting States during the suspension.
- § 5 A reactivation of a registration after suspension will require the Registration Entity to re-examine the conditions which caused the suspension, in coordination, if applicable, with the Competent Authority that requested the suspension.
- § 6 Only the vehicle keeper shall be able to withdraw a vehicle registration. The new status and the status reason shall be registered.
- § 7 A vehicle that has its registration withdrawn may not be operated in international traffic between Contracting States under the withdrawn registration.
- § 8 The keeper shall be informed about all changes to the status of the registration of its vehicles, including the suspension of a registration, the reactivation of a registration, or the successful withdrawal of a registration,

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Article 10 Change of keeper, ECM or owner

§ 1 When a keeper of a vehicle changes, it is the responsibility of the registered (former) keeper to inform the Registration Entity in due time, so that the Registration Entity may update the relevant register.

The registered (former) keeper shall be removed from the vehicle register and relieved of its responsibilities only when the new keeper has acknowledged its acceptance of keeper status. If, on the date of de-registration of the former keeper, no new keeper has accepted the keeper status, the registration of the vehicle shall be suspended.

§ 2 When there is a change of ECM of a vehicle, the keeper shall inform the Registration Entity in due time, so that the Registration Entity may update the vehicle register. The former ECM shall deliver the maintenance documentation via the keeper to the new ECM. The former ECM is relieved of its responsibilities when it is removed from the vehicle register registration. If, on the date of de-registration of the former ECM, no new entity has acknowledged its acceptance of ECM status, the registration of the vehicle shall be suspended.

§ 3 When there is a change of owner, the keeper shall inform the Registration Entity in due time, so that the latter may update the vehicle register.

Article 11 Change of EVN

§ 1 The EVN shall be changed when it does not reflect the interoperability capability or technical characteristics in accordance with Section 7 of the UTP Marking or Appendix 6 of European Union Commission Implementing Decision (EU) 2018/1614 due to technical modifications of the vehicle. Such technical modifications may require a new admission to operation in accordance with ATMF or a new authorisation in accordance with European Union law.

The keeper shall inform the Registration Entity of the Contracting State where the vehicle is registered of those changes and, if applicable, of the new admission to operation in accordance with ATMF or of the new authorisation in accordance with European Union law.


It shall be the task of the Registration Entity to assign a new EVN.

§ 2 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 of the vehicle.

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

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

The administrative costs incurred by the change shall be covered by the keeper requesting the change, if the Registration Entity so requires.

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Article 12 Contact data

Any organisation referred to in a vehicle register shall be able to submit changes to its own contact data. The Registrar may establish a procedure for managing these changes and impose the use of that procedure by organisations concerned.

Article 13 Particular implementing rules


Vehicles admitted in international traffic which enter the rail network of the European Union shall be registered in the EVR².

² “Registered in the EVR” means that the vehicle data are accessible to authorised users of the European Vehicle Register, which is the vehicle register established by the European Union.

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2. ACCESS RIGHTS
3. REGISTRATION STATUS CODING
4. STANDARD FORM FOR REGISTRATION OF VEHICLES
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ANNEX 1:
CONTENT AND DATA FORMAT OF THE VEHICLE REGISTERS

The content and data format of the vehicle registers shall be as set out in the following table.

Table 1: Parameters of the vehicle registers

Parameter number	Parameter name	Description	Format	Compulsory/ Optional
1	Vehicle Identification			
1.1	Unique Vehicle Number (EVN)	Numeric identification code as defined in UTP Marking.	See UTP Marking	Compulsory
1.2	Previous vehicle number	Previous number (if applicable, for renumbered vehicle)		Compulsory (when applicable)
2	State of Registration			
2.1	Contracting State of registration	Contracting State where the vehicle has been registered	2-letter code (*)	Compulsory
3	States where the vehicle is authorised			
3.1	Resulting area of use	Values of parameter 11.4.	Text	List of states
4	Additional conditions			
4.1	Additional conditions applicable to the vehicle	Identification of applicable bilateral or multilateral agreements such as RIV, RIC, TEN, TEN-CW, TEN-GE, ...	Text	Compulsory (when applicable)
5	Manufacturing			
5.1	Manufacturing year	Year in which the vehicle left the factory	YYYY	Compulsory

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Parameter number	Parameter name	Description	Format	Compulsory/Optional
5.2	Manufacturing serial number	Manufacturing serial number as marked on the vehicle frame.	Text	Optional
5.3	ERATV Reference	European Union identification, in the European Register of Authorised Types of Vehicles, of the authorised ⁽²⁾ vehicle type (or version or variant) with which the vehicle complies.	Alphanumeric code(s)	Compulsory when available
5.4	Series	Identification of the series the vehicle is part of.	Text	Compulsory (when applicable)
6	References to UTP Declarations of verification ⁽³⁾			
6.1	Date of declaration	Date of declaration of verification	Date (YYYYMMDD)	Optional
6.2	UTP declaration reference	Reference to the UTP declaration of verification	For existing vehicles: text. For new vehicles: alphanumeric code based on EIN, see Annex 7	Optional
6.3	Applicant in the meaning of Article 10 of ATMF			
6.3.1	Organisation name		Text	Compulsory (when available)
6.3.2	Registered business number		Text	Compulsory (when available)
6.3.3	Address	Address of organisation, street and number	Text	Compulsory (when available)
6.3.4	Town		Text	Compulsory (when available)
6.3.5	Country code		2-letter code (*)	Compulsory (when available)

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Parameter number	Parameter name	Description	Format	Compulsory/Optional
6.3.6	Post code		Alphanumeric code	Compulsory (when available)
6.3.7	E-mail address		E-mail	Compulsory (when available)
6.3.8	Organisation Code ⁽⁴⁾		Alphanumeric code	Compulsory (when required by the Registrar)
7	Owner	Identification of the owner of the vehicle		
7.1	Organisation Name		Text	Compulsory
7.2	Registered business number		Text	Compulsory
7.3	Address		Text	Compulsory
7.4	Town		Text	Compulsory
7.5	Country code		2-letter code (*)	Compulsory
7.6	Post code		Alphanumeric code	Compulsory
7.7	E-mail address		E-mail	Compulsory
7.8	Organisation Code		Alphanumeric code	Compulsory (when required by the Registrar)
8	Keeper	Identification of the keeper of the vehicle		
8.1	Organisation name		Text	Compulsory
8.2	Registered business number		Text	Compulsory
8.3	Address		Text	Compulsory
8.4	Town		Text	Compulsory
8.5	Country code		2-letter code (*)	Compulsory
8.6	Post code		Alphanumeric code	Compulsory
8.7	E-mail address		E-mail	Compulsory
8.8	Organisation Code		Alphanumeric code	Compulsory (when required by the Registrar)
8.9	Vehicle Keeper Marking		Alphanumeric code	Compulsory

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Parameter number	Parameter name	Description	Format	Compulsory/Optional
9	Entity in charge of maintenance	Reference to the entity in charge of maintenance		
9.1	Organisation name		Text	Compulsory
9.2	Registered business number		Text	Compulsory
9.3	Address		Text	Compulsory
9.4	Town		Text	Compulsory
9.5	Country code		2-letter code (*)	Compulsory
9.6	Post code		Alphanumeric code	Compulsory
9.7	E-mail address		E-mail	Compulsory
9.8	Organisation Code		Alphanumeric code	Compulsory (when required by the Registrar)
10	Registration status			
10.1	Registration status (see Annex 3)		2-digit code	Compulsory
10.2	Registration status date	Date of the status of the registration	Date (YYYYMMDD)	Compulsory
10.3	Registration status reason		Text	Compulsory (when applicable)
11	Admission ⁽⁵⁾ to international traffic ⁽⁶⁾			
11.1	Name of the Competent Authority	Competent Authority that issued the Certificate of Operation	Text	Compulsory
11.2	Contracting State which issued the Certificate of Operation	Contracting State of Competent Authority	2-letter code (*)	Compulsory
11.3	Unique identification number (EIN)	Harmonised number, generated by authorising entity, see Annex 6	Number, see Annex 6	Compulsory
11.4	Area of use	In accordance with Article 10 § 4 of ATMF and as defined in the Certificate of Operation.	Text	Compulsory

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Parameter number	Parameter name	Description	Format	Compulsory/Optional
11.5	Date of admission to international traffic	Date of issuing of the Certificate of Operation	Date (YYYYMMDD)	Compulsory
11.6	Admission valid until (if specified)		Date (YYYYMMDD)	Compulsory (when applicable)
11.7	Date of suspension of Certificate of Operation		Date (YYYYMMDD)	Compulsory (when applicable)
11.8	Date of revocation of Certificate of Operation		Date (YYYYMMDD)	Compulsory (when applicable)
11.9	Conditions for use of the vehicle and other restrictions on how the vehicle may be used			
11.9.1	Coded conditions for use and restrictions	Conditions for use and restrictions on how the vehicle may be used	List of codes (see Annex 5).	Compulsory (when applicable)
11.9.2	Non-coded conditions for use and restrictions	Conditions for use and restrictions on how the vehicle may be used	Text	Compulsory (when applicable)
12	Additional fields ⁽⁷⁾			

⁽¹⁾ Reserved

⁽²⁾ For vehicle types authorised in accordance with European Union law: Article 24 of Directive (EU) 2016/797.

⁽³⁾ For states applying European Union law this concerns references to the EC Declaration of verification of the rolling stock subsystem and the CCS subsystem


⁽⁴⁾ An organisation code is a unique identifier consisting of four alphanumeric characters. An Organisation code is linked to the name, the contact data and the type of activity of an organisation. Organisation codes for organisations whose activities are subject to European Union law shall be requested and assigned in accordance with European Union law.

⁽⁵⁾ The data for all authorisations in accordance with European Union law and admissions to international traffic in accordance with COTIF granted to the vehicle.

⁽⁶⁾ Authorisation for placing on the market issued in accordance with European Union law: Chapter V of Directive (EU) 2016/797 or authorisation for placing in service issued in accordance with Chapter V of Directive 2008/57/EC or in accordance with the authorisation regimes existing before transposition of Directive 2008/57/EC.

⁽⁷⁾ Contacting States may require additional fields.

^(*) The codes are those of Chapter 10 of UTP Marking. For the multinational safety authority, the Channel Tunnel Intergovernmental Commission, the country code "CT" shall be used. For the European Union Agency for Railways, the country code "EU" shall be used.


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**ANNEX 2:
ACCESS RIGHTS**

Rights of access to data in all the vehicle registers shall be as listed in the table below:

Entity	Read rights	Update rights
Registration Entity of Contracting State 'XX'	All data	All data in vehicle register of CS 'XX'
Competent Authority of each Contracting State	All data	None
OTIF Secretariat	All Data	None
Keeper	All data on vehicles of which it is keeper	None
ECM	All data, except owner's references, on vehicles for which it is ECM	None
Owner	All data on vehicles of which it is owner	None
Railway undertaking	All data, except owner's references, based on one or more vehicle numbers	None
Infrastructure manager	All data, except owner's references, based on one or more vehicle numbers	None
Investigating body /Auditing Body/ Regulatory Body as designated by the Contracting States	All data on vehicles being checked or audited	None
EC declaration of verification issuing body (the applicant)	All data on vehicles of which it is the EC declaration of verification issuing body (the applicant), except owner's references	None
Other legitimate user recognised by the Competent Authority of a CS ⁽¹⁾	To be defined as appropriate, duration possibly limited, except owner's references	None

¹ The Registrar shall, in cooperation with the Competent Authority, define the procedure for recognising legitimate users.

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ANNEX 3:

REGISTRATION STATUS CODING

Code	Registration status ³	Registration status reason	Description
00	Valid	Not applicable	The vehicle has a valid registration.
10	Suspended	Not applicable	The vehicle's registration is suspended at the request of the keeper or by a decision of the Competent Authority of the registering Contracting State or Registration Entity. Code not to be used anymore.
11	Suspended	Not applicable	The vehicle registration is suspended at the request of the keeper. The vehicle is destined for storage in working order as an inactive or strategic reserve.
12	Suspended	To be specified by the keeper and recorded in parameter 10.3.	The vehicle registration is suspended at the request of the keeper. Other reason.
13	Suspended	To be specified by the Competent Authority of the registering Contracting State and recorded in parameter 10.3.	The vehicle registration is suspended at the request of the Competent Authority of the registering Contracting State.
14	Suspended	To be specified by the Registration Entity and recorded in parameter 10.3	The vehicle registration is suspended by decision of the Registration Entity.
20	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is known to be re-registered under a different number, for continued use in international traffic or for domestic traffic within the European Union. Code not to be used anymore.
21	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is known to be re-registered under a different EVN due to technical modifications of the vehicle. See point 3.2.2.8.

³ This table sets out the registration status of completed registration only.

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Code	Registration status ³	Registration status reason	Description
22	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is known to be re-registered under a different EVN and by a different Contracting State in the area of use. See point 3.2.2.9.
30	Withdrawn	To be specified by the keeper and recorded in parameter 10.3.	The vehicle registration is withdrawn at the request of the keeper. The vehicle's registration for use in international traffic has ended without known re-registration.
31	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is destined for continued use as a rail vehicle outside the scope of ATMF.
32	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is destined for the recovery of major interoperable constituents/modules/spares or major rebuilding.
33	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle has been scrapped and disposed of for materials (including major spares) for recycling.
34	Withdrawn	Not applicable	The vehicle registration is withdrawn at the request of the keeper. The vehicle is destined to be 'historic preserved rolling stock' for operation on a segregated network, or for static display, outside the scope of ATMF.

Use of codes

The codes and the reason shall be based solely on information provided to the Registration Entity by the entity requesting the change of registration status.

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ANNEX 4:
STANDARD FORM FOR REGISTRATION OF VEHICLES

<u>REGISTRATION CASE TYPE</u>	<u>REGISTRATION CASE⁽⁴⁾</u>
New registration	<input type="checkbox"/> New registration
Update	<input type="checkbox"/> Update of registration
	<input type="checkbox"/> Change of Keeper
	<input type="checkbox"/> Change of ECM
	<input type="checkbox"/> Change of Owner
	<input type="checkbox"/> Update of organisation data
Change of registration status	<input type="checkbox"/> Suspension
	<input type="checkbox"/> Reactivation
	<input type="checkbox"/> Withdrawal
Change of EVN	<input type="checkbox"/> Change of EVN following technical modifications
	<input type="checkbox"/> Change of EVN and registering MS /CS ⁽⁵⁾

INFORMATION ABOUT THE VEHICLE

1. Vehicle identification

- 1.1 EVN ⁽⁶⁾: _____
- 1.2 Previous vehicle number: _____

2. Contracting State of Registration

- 2.1 Contracting State of registration ⁽⁷⁾: __

3. Contracting States where the vehicle is authorised

- 3.1 Resulting area of use: _____

⁴ Except for a *New registration*, the box before each modified parameter shall also be ticked.

⁵ In such case, the form addressed to the new RE shall also have the box *New registration* ticked and the form addressed to the previous RE shall also have the box *Withdrawal* ticked.

⁶ For a *New registration*, the field may be left empty or filled with a pre-reserved vehicle number.

⁷ For a *New registration*, Contracting State where registration is sought.



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4. Additional conditions applicable to the vehicle

- 4.1 Additional Conditions applicable to the vehicle
 - RIC RIV TEN
 - TEN-CW TEN-GE Other (_ _ _ _ _)

5. Manufacturing

- 5.1 Manufacturing year: _ _ _ _
- 5.2 Manufacturing serial number: _____
- 5.3 ERATV reference (if available): _____
- 5.4 Series: _____

6. References to EC declarations of verification

a. Rolling stock subsystem

- 6.1 Date of EC declaration (if any): _ _ _ _ _
- 6.2 EC declaration reference (if any): _____

EC declaration of verification issuing body (the applicant) (if any)


- 6.3.1 Organisation Name: _____
- 6.3.2 Registered business number: _____
- 6.3.3 Address: _____
- 6.3.4 Town: _____
- 6.3.5 Country code: _ _
- 6.3.6 Post code: _____
- 6.3.7 E-mail address: _____
- 6.3.8 Organisation Code: _ _ _ _

b. On-board CCS subsystem

- 6.1 Date of EC declaration (if any): _ _ _ _ _
- 6.2 EC declaration reference (if any): _____

EC declaration of verification issuing body (the applicant) (if any)

- 6.3.1 Organisation Name: _____
- 6.3.2 Registered business number: _____
- 6.3.3 Address: _____
- 6.3.4 Town: _____
- 6.3.5 Country code: _ _
- 6.3.6 Post code: _____
- 6.3.7 E-mail address: _____
- 6.3.8 Organisation Code: _ _ _ _

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INFORMATION ABOUT THE ENTITIES RESPONSIBLE FOR THE VEHICLE

7. Owner

- 7.1 Organisation name: _____
- 7.2 Registered business number: _____
- 7.3 Address: _____
- 7.4 Town: _____
- 7.5 Country code: __
- 7.6 Post code: _____
- 7.7 E-mail address: _____
- 7.8 Organisation Code: _ _ _ _

Change of Owner

Date of change of Owner (YYYYMMDD): _ _ _ _ _

8. Keeper

- 8.1 Organisation Name: _____
- 8.2 Registered business number: _____
- 8.3 Address: _____
- 8.4 Town: _____
- 8.5 Country code: __
- 8.6 Post code: _____
- 8.7 E-mail address: _____
- 8.8 Organisation Code: _ _ _ _
- 8.9 VKM: _____

Change of Keeper

Date of change of Keeper (YYYYMMDD): _ _ _ _ _

Acceptance by new Keeper:


Date (YYYYMMDD): _ _ _ _ _

Title, name and signature of authorised representative: _____

OPERATIONAL INFORMATION

9. Entity in charge of maintenance

- 9.1 Organisation name: _____
- 9.2 Registered business number _____
- 9.3 Street and number: _____
- 9.4 Town: _____
- 9.5 Country code: __

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- 9.6 Post code: _____
 9.7 E-mail address: _____
 9.8 Organisation Code: _ _ _ _

Change of ECM

Date of change of ECM (YYYYMMDD): _ _ _ _ _ _

Acceptance by new ECM:

Date (YYYYMMDD): _ _ _ _ _ _

Title, name and signature of authorised representative: _____

10. Registration status

- 10.1 Registration status ⁽⁸⁾: _ _
 10.2 Registration status date (YYYYMMDD): _ _ _ _ _ _
 10.3 Registration status reason: _____

INFORMATION ON THE AUTHORISATION OR ADMISSION

11. Authorisation for placing on the market in the EU or admission to international traffic


- 11.1 Name of competent authority which issued authorisation or admission: _____
 11.2 Contracting State of competent authority: _ _
 11.3 EIN (unique identification number): _ _ _ _ _ _ _ _ _ _
 11.4 Area of use: _____
 11.5 Date of authorisation or admission (YYYYMMDD): _ _ _ _ _ _
 11.6 Authorisation or admission valid until (YYYYMMDD): _ _ _ _ _ _
 11.7 Date of suspension of authorisation or admission (YYYYMMDD): _ _ _ _ _ _
 11.8 Date of revocation of authorisation or admission (YYYYMMDD): _ _ _ _ _ _

11.9. Conditions for use of the vehicle and other restrictions

- 11.9.1 Coded restrictions (code): _____,

 11.9.2 Non-coded restrictions (text): _____

⁸ For a new registration, the field may be left empty.

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ADDITIONAL FIELDS

[Additional fields as referred to in point 3.2.1.14, to be included in this section]

Identification of the entity applying for registration:

Name:

Address:

Organisation Code: _ _ _ _


Date (YYYYMMDD): _ _ _ _ _ _ _ _

Title, name and signature of authorised representative: _____

Registration Entity references

Date application received (YYYYMMDD): _ _ _ _ _ _ _ _

Date of update (YYYYMMDD): _ _ _ _ _ _ _ _

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ANNEX 5: RESTRICTION CODES

1. PRINCIPLES

The restrictions referred to in Admission of vehicle for international traffic shall be assigned a harmonised code or a national code

2. STRUCTURE

Each code is a combination of:

- category of restriction,
- type of restriction,
- value or specification,

which are joined by a dot (.):

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

3. RESTRICTION CODES

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

The harmonised restriction codes are listed in this Annex.

If a Competent Authority considers that a new code needs to be added to the list of harmonised restriction codes, it shall request the Committee of Technical Experts to consider the inclusion of that new code.


2. Each Contracting State shall keep up-to-date the list of national restriction codes, if such codes exist. The use of national restriction codes shall be limited to those restrictions that reflect particular characteristics of the existing rail system of a Contracting State and are unlikely to be applied with the same meaning in other Contracting States.

For types of restrictions not indicated in the list referred to in point 1, the Competent Authority shall request the Committee of Technical Experts to include a new code in the list of national restriction codes. The Committee of Technical Experts shall consider the request. If appropriate, the Committee of Technical Experts shall include a new restriction code in the list.

3. [reserved]

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

5. [reserved]

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HARMONISED RESTRICTION CODES⁹

Table 1: Harmonised restriction codes and pre-codes

Cat	Type	Value or specification	Name	Date of insertion in the list
1			Technical restriction related to construction	
	1	[Number]	Minimum curve radius in meters	
	2	-	Track circuit restrictions	
	3	[Number]	Speed restrictions (on the given network) in km/h	
	4	[Number]	Use in multiple operation (maximum number of trainsets authorised to be coupled together to operate as a single train)	
2			Geographical restriction	
	1	Alphanumeric	Kinematic gauge (coding WAG UTP/TSI)	
	2	Coded list	Wheelset gauge	
		1	Variable gauge 1435/1520	
		2	Variable gauge 1435/1668	
		3	Gauge 1000	08.02.2018
		4	Gauge 1435	08.02.2018
		5	Gauge 1520	08.02.2018
		6	Gauge 1524	08.02.2018
		7	Gauge 1600	08.02.2018
		8	Gauge 1668	08.02.2018
	3		No CCS on board	
	4	Coded list	ERTMS on board	
		10	ETCS	08.02.2018
		20	GSM-R voice	08.02.2018
		21	GSM-R for ETCS	08.02.2018
	5	Coded list	B System on board ⁽¹⁾	
		1xx (see Table 3)	Class B signalling system	
		2xx (see Table 4)	Class B radio system	
	6	Coded list	Other CCS systems on board ⁽¹⁾	
		1xx (see Table 5)	Other CCS signalling systems on board	

⁹ harmonised with/equivalent to the following ERA technical document: *List of harmonised and national restriction codes*, ERA/TD/2011-09/INT, V 1.05 dated 17 June 2019.

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Cat	Type	Value or specification	Name	Date of insertion in the list
		2xx (see Table 6)	Other CCS radio systems on board	
	7	Coded list	Noise category	08.02.2018
		1	Can be used on all quieter routes – UTP/TSI Noise compliant - Silent - retrofitted without testing	
		2	Can be used on all quieter routes – UTP/TSI Noise compliant - Silent (tested against a version of the UTP/TSI NOI)	
		3	Can be used on all quieter routes – UTP/TSI Noise compliant -Very quiet (tested against a version of the UTP/TSI NOI)	
		4	Can be used on all quieter routes –not UTP/TSI Noise compliant – exempted in accordance with TSI Noise	
		5	Can be used on quieter routes only in this Contracting State - Covered by specific case	
		6	Can be used on quieter routes only in this Contracting State - Fitted with “historic” CBBs ⁽²⁾ .	
		7	Cannot be used on quieter routes	
3			Environmental restrictions	
	1		Climatic zone EN50125:2014, Clause 4.3	
		1	T1	
		2	T2	
		3	T3	
		4	TX	08.02.2018
4			Restrictions on use	
	1		Time based	
	2		Condition based (distance travelled, wear, etc.)	
5			On-board equipment	
	1	xxx (see Table 7)	Recording device	15.02.2012

⁽¹⁾ If the vehicle is equipped with more than one system, an individual code for each system must be indicated.

⁽²⁾ Composite Brake Blocks

Table 2. National restriction codes and pre-codes

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CS	Cat	Type	Value or specification	Name	Date of insertion in the list

Table 3. Class B signalling system

2.5.1xx Class B signalling system ⁽³⁾							
INDEX xx	NAME	INDEX xx	NAME	INDEX xx	NAME	INDEX xx	NAME
01	ALSN	02	ASFA	03 ⁽⁴⁾	ATB	04	ATP-VR/RHK
05	BACC	06 ⁽⁵⁾	CAWS and ATP	07	Crocodile	08 ⁽⁶⁾	Ebicab
09	EVM	10	GW ATP	11 ⁽⁷⁾	Indusi/PZB	12	KVB
13	LS	14 ⁽⁸⁾	LZB	15	MEMOR II+	16	RETB
17	RSDD/SCMT	18 ⁽⁹⁾	SELCAB	19	SHP	20 ⁽¹⁰⁾	TBL
21	TPWS/AWS	22 ⁽¹¹⁾	TVM	23	ZUB 123	24 ⁽¹²⁾	ZUB 121
25	ATB First generation	26	ATB new generation	27	ATP	28	CAWS
29	Chiltern-ATP	30	DAAT	31 ⁽¹³⁾	EBICAB 700	32	EBICAB 900 ES
33	EuroSIGNNUM	34	EuroZUB	35 ⁽¹⁴⁾	Indusi	36	KCVB
37	KCVP	38	KVBP	39	Mechanical Trainstops	40	NEXTEO
41	PKP radio system with Radiostop function	42	SSC	43	TBL 1	44	TBL 2
45	TBL1+	46	TVM 300	47	TVM 430	48	ATC v2
49	ATC vR	50	EBICAB 700 BU	51	EBICAB 700 PT	52	GNT (Geschwindigkeitssüberwachung für NeiTech-Züge)
53	INDUSI I60	54	LZB (LZB L72, LZB L72 CE I and LZB L72 CE II)	55	LZB ES	56	PZB 90

⁽³⁾ Commission Decision 2006/679/EC of 28.03.2006 (CCS TSI) and ERA technical document ERA/TD/2011-11⁽⁴⁾ Value 03 not to be used. Replaced by 25 and 26. Kept for historical data.⁽⁵⁾ Value 06 not to be used. Replaced by 27 and 28. Kept for historical data.

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⁽⁶⁾ Value 08 not to be used. Replaced by 31 and 32. Kept for historical data.

⁽⁷⁾ Value 11 not to be used. Replaced by 53 and 56. Kept for historical data.

⁽⁸⁾ Value 14 not to be used. Replaced by 54 and 55. Kept for historical data.

⁽⁹⁾ Value 18 not to be used. Kept for historical data.

⁽¹⁰⁾ Value 20 not to be used. Replaced by 43, 44 and 45. Kept for historical data.

⁽¹¹⁾ Value 22 not to be used. Replaced by 46 and 47. Kept for historical data.

⁽¹²⁾ Value 24 not to be used. Kept for historical data.

⁽¹³⁾ Value 31 not to be used. Replaced by 48, 49, 50 and 51. Kept for historical data.

⁽¹⁴⁾ Value 35 not to be used. Replaced by 53 and 56. Kept for historical data.

Table 4. Class B radio system


2.5.2xx Class B radio system ⁽¹⁵⁾					
INDEX xx	NAME	INDEX xx	NAME	INDEX xx	NAME
01	UIC Radio Chapter 1-4	02	UIC Radio Chapter 1-4+6	03	UIC Radio Chapter 1-4 + 6 (Irish system)
04 ⁽¹⁶⁾	UIC Radio Chapter 1-4+6+7	05 ⁽¹⁷⁾	BR 1845	06 ⁽¹⁸⁾	BR 1609
07 ⁽¹⁹⁾	FS ETACS and GSM	08	UIC Radio Chapter 1-4 (TTT radio system installed at Cascais line)	09	TTT radio system CP_N
10	PKP radio system	11 ⁽²⁰⁾	VR trainr	12	TRS — The Czech Railways radio system
13	LDZ radio system	14	CH — Greek Railways radio system (VHF)	15	UIC Radio Chapter Bulgaria
16	The Estonian radio system	17	The Lithuanian radio system	18	450 Mhz UIC (kanál C)
19	Analogue Radio Germany - UIC 751	20	BOSCH	21	GSM-P
22	Multikom	23	OMEGA	24	RDZ - in compliance with UIC 751-3
25	RETB (voice)	26	Radio Network of CFR	27	SRO
28	Shunting Radio Communication System	29	ZUGFUNK 95	30	ZUGFUNK 2000

⁽¹⁵⁾ Commission Decision 2006/679/EC of 28.03.2006 (CCS TSI) and ERA technical document ERA/TD/2011-11

⁽¹⁶⁾ Value 04 not to be used. Kept for historical data.

⁽¹⁷⁾ Value 05 not to be used. Kept for historical data.

⁽¹⁸⁾ Value 06 not to be used. Kept for historical data.

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⁽¹⁹⁾ Value 07 not to be used. Replaced by 21. Kept for historical data.

⁽¹⁹⁾ Value 11 not to be used. Kept for historical data.


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Table 5. Other CCS systems on board


2.6.1xx Other CCS signalling systems		
INDEX xx	NAME	Comment
01	SSC BL3	Added 15.02.2012

Table 6 Other CCS radio systems on board

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

Table 7 On-board equipment. Recording device

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

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ANNEX 6:

STRUCTURE AND CONTENT OF THE EIN¹⁰

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

Example:

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

FIELD 1 – Country code (2 letters)

⁽¹⁾ See Chapter 10 of UTP Marking. For the multinational safety authorities, the codes are as follows:

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

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

FIELD 2 – Type of document (2 digit number)

Two digits allow the type of document to be identified:

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

If other codes are required, this numbering system can be extended. The following is the proposed list of known, possible combinations of two digit numbers, supplemented with the proposal for the admission to operation of vehicles:

¹⁰ harmonised with/equivalent to the following ERA technical document: *Structure and content of the European Identification Number, Technical Document 013SST1139, V 1.3 dated 13 August 2019.*



Fields in blue are for EU Members States		
Number combination for field 2	Document Type	Subtype of document
[0 1]	Licences	Licences for RUs
[0 x]	Licences	Others
[1 0]	Single Safety Certificate	
[1 1]	Safety Certificate	Part A
[1 2]	Safety Certificate	Part B
[1 x]	Reserved	Reserved
[2 1]	Safety Authorisation	
[2 2]	Reserved	Reserved
[2 x]	Reserved	Reserved
[3 0]	Decision on accreditation/recognition of ECM Certification Body	
[3 1]	ECM Certificate	
[3 2]	Maintenance workshop certificate	
[3 3]	Maintenance functions certificate	
[3 4]	Reserved	Reserved
[3 5]	Decision on accreditation of CSM Assessment Body	Accredited CSM Assessment Bodies
[3 6]	Decision on recognition of CSM Assessment Body	Recognised CSM Assessment Bodies
[3 x]	Reserved, e.g. maintenance for rolling stock, for infrastructure or others	
[4 x]	Reserved for assessing entities	e.g. different kinds of assessing entities (e.g. Notified Bodies)
[5 1] and [5 5] ⁽¹⁾	Authorisation for placing in service or Admission to Operation	Tractive rolling stock
[5 2] and [5 6] ⁽¹⁾	Authorisation for placing in service or Admission to Operation	Hauled passenger vehicles
[5 3] and [5 7] (1)	Authorisation for placing in service or Admission to Operation	Wagons

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[5 4] and [5 8] ⁽¹⁾	Authorisation for placing in service or Admission to Operation	Special vehicles
[5 9] ⁽²⁾	Authorisation of type of vehicle (under EU Directive 2008/57/EC)	
[6 0]	Authorisation for placing in service or Admission to Operation	Infrastructure, Energy and Control Command Signalling track-side assembly Subsystems
[6 1]	Authorisation for placing in service or Admission to Operation	Infrastructure Subsystem
[6 2]	Authorisation for placing in service or Admission to Operation	Energy Subsystem
[6 3]	Authorisation for placing in service or Admission to Operation	Control Command Signalling track-side assembly Subsystem
[7 1]	Train driving licence	Counter from 0000 to 9 999
[7 2]	Train driving licence	If more than 9 999 licences are issued per year. Counter from 0 000 to 9 999
[7 3]	Train driving licence	If more than 19 999 licences are issued per year. Counter from 0 000 to 9 999
[8 0]	Vehicle type authorisation (under EU Directive (EU) 2016/797)	
[8 1]	Vehicle authorisation for placing on the market	Counter from 0000 to 9 999
[8 2]	Vehicle authorisation for placing on the market	If more than 9 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 3]	Vehicle authorisation for placing on the market	If more than 19 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 4]	Vehicle authorisation for placing on the market	If more than 29 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 5]	Vehicle authorisation for placing on the market	If more than 39 999 authorisations are issued per year. Counter from 0 000 to 9 999

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[8 6]	Vehicle authorisation for placing on the market	If more than 49 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 7]	Vehicle authorisation for placing on the market	If more than 59 999 authorisations are issued per year. Counter from 0 000 to 9 999
[8 8]	Vehicle authorisation for placing on the market	If more than 69 999 authorisations are issued per year. Counter from 0 000 to 9 999

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

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

⁽²⁾ The digits allocated in Field 4 are:

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

FIELD 3 – Issue year (4 digit number)

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

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

FIELD 4 – Counter

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

Every year the counter shall restart from zero.