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COMMISSION DECISION

of 9 November 2007

adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC

(notified under document number C(2007) 5357)

(2007/756/EC)

(OJ L 305, 23.11.2007, p. 30)

Amended by:

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		No	page	date
► <u>M1</u>	Commission Decision 2011/107/EU of 10 February 2011	L 43	33	17.2.2011
► <u>M2</u>	Commission Decision 2012/757/EU of 14 November 2012	L 345	1	15.12.2012
► <u>M3</u>	Commission Regulation (EU) No 519/2013 of 21 February 2013	L 158	74	10.6.2013

Corrected by:

► **C1** Corrigendum, OJ L 101, 4.4.2014, p. 15 (2012/757/EU)

**COMMISSION DECISION****of 9 November 2007****adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC***(notified under document number C(2007) 5357)**(2007/756/EC)*

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Directive 96/48/EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system ⁽¹⁾, and in particular Articles 14(4) and (5) thereof,Having regard to Directive 2001/16/EC of 19 March 2001 of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system ⁽²⁾, and in particular Articles 14(4) and (5) thereof,

Whereas:

- (1) Where Member States authorise the placing in service of rolling stock, they have to ensure that an identification code is assigned to each individual vehicle. This code should then be entered in a national vehicle register (hereafter NVR). This register must be accessible for consultation by authorised representatives from competent authorities and stakeholders. The different national registers should be consistent as regards data contents and data formatting. This requires their establishment on the basis of common operational and technical specifications.
- (2) The common specifications for the NVR should be adopted on the basis of the draft specification prepared by the European Railway Agency (hereafter the Agency). These draft specifications should include in particular the definition of: the content, the functional and technical architecture, the data format, the operating modes, including rules for data input and consultation.
- (3) This Decision has been prepared on the basis of the recommendation of the Agency No ERA/REC/INT/01-2006 dated 28 July 2006.

The NVR of a Member State should contain all vehicles authorised in that Member State. However freight wagons and passenger cars should be only registered in the NVR of the Member State where they are first placed in service.

⁽¹⁾ OJ L 235, 17.9.1996, p. 6. Directive as last amended by Commission Directive 2007/32/EC (OJ L 141, 2.6.2007, p. 63).

⁽²⁾ OJ L 110, 20.4.2001, p. 1. Directive as last amended by Commission Directive 2007/32/EC).

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- (4) A standard form should be used for purposes of vehicles registration, confirmation of registration, alteration of registration item(s) and confirmation of the change(s).
- (5) Each Member State should establish a computer-based NVR. All NVRs should be linked to a central Virtual Vehicle Register (hereafter VVR) managed by the Agency in order to establish the register of documents on interoperability provided for Article 19 of Regulation (EC) No 881/2004 ⁽¹⁾. The VVR should allow users to search all NVRs through a single portal and enable exchange of data between national NVRs. However, for technical reasons, the link to the VVR cannot be set up immediately. Therefore, Member States should only be required to connect their NVRs to the central VVR once the effective functioning of the VVR has been demonstrated. To this end, the Agency will carry out a pilot project.
- (6) According to item No 8 of the minutes of the meeting No 40 of the Regulatory Committee established under Article 21 of Directive 2001/16/EC, all existing vehicles should be registered in the NVR of the Member State where they were formerly registered. The transfer of data should take into account an adequate transition period and data availability.
- (7) In accordance with Article 14(4)(b) of Directive 96/48/EC and Article 14(4)(b) of Directive 2001/16/EC, the NVR should be kept and updated by a body independent of any railway undertaking. Member States should inform the Commission and the other Member States of the body which they have designated for this purpose, *inter alia*, in order to facilitate the exchange of information between these bodies.
- (8) Some Member States have an extensive 1 520 mm gauge network operating a fleet of wagons that is common to the Commonwealth of Independent States (CIS) countries. This has resulted in a common registration system that is an important element of the interoperability and safety of this 1 520 mm network. This specific situation should be recognized and specific rules established to avoid lack of consistency in the EU- and CIS-related obligations for the same vehicle.
- (9) The rules laid down in Annex P of the TSI on traffic operations and management are applicable with regard to the numbering system of vehicles for the purpose of registration in the NVR. The Agency will develop a guide for the harmonised application of these rules.
- (10) The measures provided for in this Decision are in accordance with the opinion of the Committee established under Article 21 of Directive 96/48/EC,

⁽¹⁾ OJ L 164, 30.4.2004, p. 1, as corrected by OJ L 220, 21.6.2004, p. 3.

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HAS ADOPTED THIS DECISION:

Article 1

The common specifications of the National Vehicle Register in accordance with Article 14(5) of Directive 96/48/EC and Article 14(5) of Directive 2001/16/EC, as set out in the Annex, are hereby adopted.

▼M2*Article 1a*

Appendix 6 of the Annex of this Decision shall apply from 1 January 2014.

▼B*Article 2*

When registering vehicles after the entry into force of this Decision, Member States shall use the common specifications laid down in the Annex.

Article 3

Member States shall register existing vehicles as provided for in section 4 of the Annex.

Article 4

1. In accordance with Article 14(4)(b) of Directive 96/48/EC and Article 14(4)(b) of Directive 2001/16/EC, Member States shall designate a national body which shall be responsible for the keeping and updating of the National Vehicle Register. This body can be the National Safety Authority of the Member State concerned. Member States shall ensure that these bodies cooperate and share information in order to ensure that data changes are communicated in a timely manner.

2. Member States shall inform the Commission and the other Member States, within one year of the entry into force of this decision, of the body designated in accordance with paragraph 1.

Article 5

1. Rolling stock placed in service for the first time in Estonia, Latvia or Lithuania and intended to be used outside the European Union as part of common 1 520 mm rail system wagons fleet shall be registered in both the NVR and the Information Database of the Council of Railway Transport of the Commonwealth of Independent States. In this case, the 8-digit numbering system may be applied instead of the numbering system specified in the Annex.

2. Rolling stock placed in service for the first time in a third country and intended to be used inside the European Union as part of the common 1 520 mm rail system wagons fleet shall not be registered in

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the NVR. However, in conformity with article 14(4) of Directive 2001/16/EC, it must be possible to retrieve information listed in Article 14(5)(c), (d) and (e) from the Information Database of the CIS Council of Railway Transport.

Article 6

This Decision is addressed to the Member States.

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ANNEX

1. DATA

The data format of the national vehicle register (hereinafter referred to as 'NVR') is as follows.

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

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

1.	► M2 Numeric identification code as defined in Appendix 6 ◀	Compulsory
Content	Numeric identification code as defined in Annex P to the Technical Specification for Interoperability (TSI) on 'operation and traffic management' (hereinafter referred to as 'OPE TSI') (1)	
Format	1.1. Number	12 digits
	1.2. Previous number (if applicable, for renumbered vehicle)	
2.	Member State and NSA	Compulsory
Content	Identification of the Member State where the vehicle has been registered and NSA that authorised its placing in service	
Format	2.1. ► M2 Member State numeric code as defined in Appendix 6, part 4 ◀	Two-digit code
	2.2. Name of NSA	Text
3.	Manufacturing year	Compulsory
Content	Year in which the vehicle left the factory	
Format	3. Manufacturing year	YYYY
4.	EC reference	Compulsory (when available)
Content	References to the 'EC' declaration of verification and the issuing body (the applicant)	
Format	4.1. Date of declaration	Date
	4.2. EC reference	Text
	4.3. Name of issuing body (applicant)	Text
	4.4. Registered business number	Text
	4.5. Address of organisation, street and number	Text
	4.6. Town	Text
	4.7. Country code	ISO (see Appendix 2)
	4.8. Post code	Alphanumeric code

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5.	Reference to the European Register of Authorised Types of Vehicles (ERATV)	Compulsory (2)
Content	Reference allowing retrieval of the relevant technical data from ERATV (2); the reference is compulsory if the type is defined in ERATV	
Format	5. Reference allowing retrieval of the relevant technical data from ERATV	Alphanumeric code(s)
5bis	Series	Optional
Content	Identification of a series, if the vehicle is part of a series	
	5bis Series	Text
6.	Restrictions	Compulsory
Content	Any restrictions on how the vehicle may be used	
Format	6.1. Coded restrictions (see Appendix 1)	Code
	6.2. Non-coded restrictions	Text
7.	Owner	Compulsory
Content	Identification of the owner of the vehicle	
Format	7.1. Name of organisation	Text
	7.2. Registered business number	Text
	7.3. Address of organisation, street and number	Text
	7.4. Town	Text
	7.5. Country code	ISO (see Appendix 2)
	7.6. Post code	Alphanumeric code
8.	Keeper	Compulsory
Content	Identification of the keeper of the vehicle	
Format	8.1. Name of organisation	Text
	8.2. Registered business number	Text
	8.3. Address of organisation, street and number	Text
	8.4. Town	Text
	8.5. Country code	ISO (see Appendix 2)
	8.6. Post code	Alphanumeric code
	8.7. VKM (if available)	Alphanumeric code

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9.	Entity in charge of maintenance	Compulsory
Content	Reference to the entity in charge of maintenance	
Format	9.1. Entity in charge of maintenance	Text
	9.2. Registered business number	Text
	9.3. Address of entity, street and number	Text
	9.4. Town	Text
	9.5. Country code	ISO
	9.6. Post code	Alphanumeric code
	9.7. E-mail address	E-mail
10.	Withdrawal	Compulsory when applicable
Content	Date of official scrapping and/or other disposal arrangement and the code for withdrawal mode	
Format	10.1. Mode of disposal (see Appendix 3)	Two-digit code
	10.2. Withdrawal date	Date
11.	Member States where the vehicle is authorised	Compulsory
Content	List of Member States where the vehicle is authorised	
Format	11. ► M2 Member State numeric code as defined in Appendix 6, part 4 ◀	List
12.	Authorisation number	Compulsory
Content	Harmonised authorisation number for placing in service, generated by NSA	
Format	12. Authorisation number	For existing vehicles: text For new vehicles: alphanumeric code based on EIN, see Appendix 2

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13.	Authorisation of placing in service	Compulsory
Content	Date of authorisation for placing the vehicle in service ⁽⁴⁾ and its validity	
Format	13.1. Date of authorisation	Date (YYYYMMDD)
	13.2. Authorisation valid until (if specified)	Date (YYYYMMDD)
	13.3. Suspension of authorisation	Yes/No

► **M2** ⁽¹⁾ Not used. ◀

⁽²⁾ For vehicle types authorised in accordance with Article 26 of Directive 2008/57/EC.

⁽³⁾ The register provided for in Article 34 of Directive 2008/57/EC.

⁽⁴⁾ Authorisation delivered in accordance with Chapter V of Directive 2008/57/EC or authorisation delivered in accordance with the authorisation regimes existing before transposition of Directive 2008/57/EC.

2. ARCHITECTURE

2.1. Links with other registers

Several registers are being set up partly as a consequence of the new EU regulatory regime. The table below summarises which registers and databases might have links with the NVR when they are implemented.

Register or database	Entity responsible	Other entities having access
NVR (Interoperability Directive)	Registration Entity (RE) ⁽¹⁾ /NSA	Other NSA/RE/RU/IM/IB/RB/Keeper/Owner/ERA/OTIF
ERATV (Interoperability Directive)	ERA	Public
RSRD (TAF TSI & SEDP)	Keeper	RU/IM/NSA/ERA/Keeper/Workshops
WIMO (TAF TSI & SEDP)	Not yet decided	RU/IM/NSA/ERA/Keeper/Workshops/User
Railway rolling stock registry ⁽²⁾ (Cape Town Convention)	Registrar	Public
OTIF register (COTIF 99 — ATMF)	OTIF	Competent Authorities/RU/IM/IB/RB/Keeper/Owner/ERA/OTIF Sec.

⁽¹⁾ The Registration Entity ('RE') is the entity designated by each Member State, in accordance with Article 33(1)(b) of Directive 2008/57/EC, for keeping and updating the NVR.

⁽²⁾ As provided for in the Luxembourg Protocol to the Convention on International Interests in Mobile Equipment on matters specific to railway rolling stock, signed in Luxembourg on 23 February 2007.

It is not possible to wait for all registers to be ready before implementing the NVR. Therefore, the specification of the NVR must allow for later interfacing with these other registers. To this end:

— ERATV: reference is made to this in the NVR, by providing a reference to the vehicle type. The key for linking both registers is item No 5,

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- RSRD: this includes some ‘administrative’ items of the NVR. Under specification within the TAF TSI SEDP. The SEDP will take account of the NVR specification,
- WIMO: this includes data from RSRD and maintenance data. No link with the NVR is envisaged,

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- VKMR: this register is managed by ERA and OTIF in cooperation (ERA for the EU and OTIF for all non-EU OTIF Member States). The keeper is recorded in the NVR. Appendix 6 specifies other global central registers (such as vehicle type codes, interoperability codes, country codes, etc.) to be managed by a ‘central body’ resulting from cooperation between ERA and OTIF,

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- railway rolling stock registry (Cape Town Convention/Luxembourg Protocol): this is a register of financial information related to mobile equipment. It has not yet been developed. There is a possible link because the UNIDROIT register needs information on the vehicle number and owner. The key for linking both registers is the first EVN assigned to the vehicle,
- OTIF registers: OTIF registers are being developed taking account of the EU vehicle registers.

The architecture of the whole system, as well as the links between the NVR and other registers, will be defined in such a way as to allow retrieval of the requested information when necessary.

2.2. The EU global NVR architecture

The NVR registers will be implemented by means of a decentralised solution. The objective is to implement a search engine for distributed data, using a common software application, to allow users to retrieve data from all the Local Registers (LR) in the Member States.

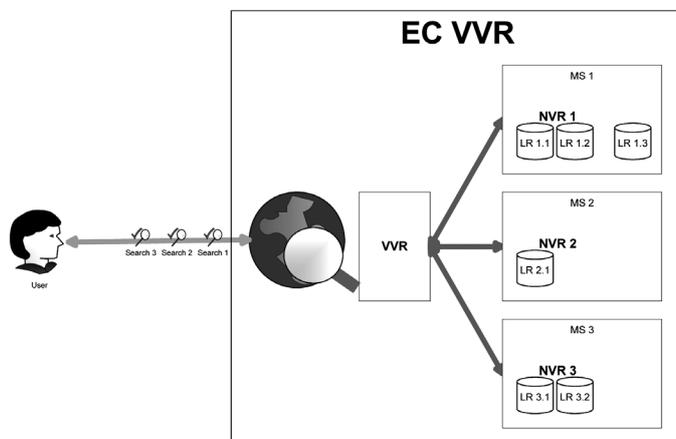
NVR data will be stored at national level and will be accessible using a web-based application (with its own web address).

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

- the Virtual Vehicle Register (VVR), which is the central search engine in ERA,
- the National Vehicle Register(s) (NVR), which are the LR in the Member States. The Member States can use the standard NVR (sNVR) developed by the Agency or develop their own applications in conformity with this specification. In the latter case, for communication by the NVR with the VVR the Member States will use a Translation Engine (TE) developed by the Agency.

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Figure 1
EC-VVR architecture



This architecture is based on two complementary sub-systems to enable searches on data stored locally in all Member States. It will:

- establish computerised registers at national level and open them to cross-consultation,
- replace paper registers by computerised records, to allow the Member States to manage and share information with other Member States,
- allow connections between the NVRs and the VVR, using common standards and terminology.

The main principles of this architecture are as follows:

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

The Agency will make available to the REs the following installation files and documents to be used for setting up the sNVR and TE and for connecting them to the central VVR:

- installation files:
 - sNVR_Installation_Files,
 - TE_Installation_Files,
- documents:
 - Administrator_Guide_sNVR,
 - CSV_export,
 - CSV_import,
 - sNVR_Deployment_Guide,

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- User_Guide_sNVR,
- NVR-TE_Deployment_Guide,
- NVR-TE_Integration_Guide,
- User_Guide_VVR.

3. OPERATING MODE

3.1. **Use of the NVR**

The NVR is to be used for the following purposes:

- recording authorisation,
- recording the EVN allocated to vehicles,
- looking for brief, European-wide information on a particular vehicle,
- following up legal aspects such as obligations and legal information,
- retrieving information for inspections mainly related to safety and maintenance,
- enabling contact with the owner and keeper,
- cross-checking some safety requirements before issuing Safety Certificates,
- following up a particular vehicle.

3.2. **Application forms**3.2.1. *Application for registration*

The form to be used is in Appendix 4.

The entity applying for vehicle registration ticks the 'New registration' box. It then fills in the first part of the form with all the necessary information from item 2 to item 9 and item 11 and then forwards it to the:

- RE of the Member State where registration is sought,
- RE of the first Member State where it intends to operate, for a vehicle coming from a third country.

3.2.2. *Registering a vehicle and issuing a European Vehicle Number.*

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

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

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

▼ M1**3.2.3. *Changing one or more registration item(s)***

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

- ticks the ‘Modification’ box,
- fills in the current EVN (item No 0),
- ticks the box(es) before the modified item(s),
- enters the new content of the modified item(s), and then forwards the form to the REs of all the Member States where the vehicle is registered.

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

Unless otherwise specified in the registration documents, the keeper of the vehicle is considered to be the ‘registration holder’ in the meaning of Article 33(3) of Directive 2008/57/EC.

Should a keeper change, it is the responsibility of the currently registered keeper to notify the RE and the RE has to notify the new keeper of the change of registration. The former keeper is removed from the NVR 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 currently registered keeper no new keeper has accepted the keeper status, the registration of the vehicle is suspended.

In cases where, in accordance with the OPE TSI, due to technical changes, the vehicle has to be given a new EVN, the registration holder shall inform of these changes and, if applicable, of the new authorisation for placing in service the RE of the Member State where the vehicle is registered. This RE shall assign to the vehicle a new EVN.

3.2.4. *Withdrawal of registration*

The entity applying for withdrawal of registration ticks the ‘Withdrawal’ box. It then fills in item No 10 and forwards the form to the REs of all the Member States where the vehicle is registered.

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

3.2.5. *Authorisation in several Member States*

1. When a vehicle equipped with a driving cab already authorised and registered in one Member State is authorised in another Member State, it must be registered in the NVR of the latter Member State. In this case, however, only data relating to items 1, 2, 6, 11, 12 and 13 and, where relevant, data relating to the fields added to the NVR by the latter Member State are to be recorded, as only these data relate to the latter Member State.

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

2. Vehicles not equipped with a driving cab, such as freight wagons, passenger cars and some special vehicles, are registered only in the NVR of the Member State where they are first placed in service.
3. For any vehicle, the NVR where it is firstly registered contains the data relating to items 2, 6, 12 and 13 for each of the Member States where an authorisation for placing in service has been granted to this vehicle.

3.3. Access rights

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

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

Entity	Definition	Read rights	Update rights	Item No 7	All other items
RE/NSA 'XX'	RE/NSA in Member State 'XX'	All data	All data	4	4
Other NSA/REs	Other NSAs and/or other REs	All data	None	2	2
ERA	European Railway Agency	All data	None	2	2
Keepers	Vehicle Keeper	All data on vehicles of which it is keeper	None	1	1
Fleet managers	Manager of vehicles as appointed by the keeper	Vehicles for which they have been appointed manager by the keeper	None	1	1
Owners	Owner of the vehicle	All data on vehicles of which they are the owners	None	1	1

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Entity	Definition	Read rights	Update rights	Item No 7	All other items
RUs	Train Operator	All data based on vehicle number	None	0	1
IMs	Infrastructure Manager	All data based on vehicle number	None	0	1
IBs and RBs	Checking and auditing bodies notified by Member States	All data on vehicles being checked or audited	None	2	2
Other legitimate users	All casual users recognised by NSA or ERA	To be defined as appropriate, duration possibly limited	None	0	1

3.4. Historical records

All data in the NVR must be retained for 10 years from the date of withdrawal of a vehicle registration. As a minimum, data must be available online for the first 3 years. After 3 years, data may be kept either electronically, in paper form or in any other archiving system. If at any time during the 10-year period an investigation involving a vehicle or vehicles is started, data relating to these vehicles must be retained beyond the 10-year period if so required.

After withdrawal of a vehicle registration, any of the registration numbers assigned to the vehicle must not be assigned to any other vehicle for 100 years from the date the vehicle is withdrawn.

Any changes in the NVR should be recorded. The management of historical changes could be addressed by IT solutions.

4. EXISTING VEHICLES**4.1. Data content**

The 13 data items retained are listed below, with an indication as to which are compulsory and which are not.

4.1.1. Item No 1 — European Vehicle Number (Compulsory)**(a) Vehicles already possessing a 12-digit number**

Countries where there is a unique country code:

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

Countries where there is both a main country code and a previously allocated specific code:

— Germany, with the main country code 80 and the specific code 68 for AAE (Ahaus Alstätter Eisenbahn),

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- Switzerland, with the main country code 85 and the specific code 63 for BLS (Bern–Lötschberg–Simplon Eisenbahn),
- Italy, with the main country code 83 and the specific code 64 for FNME (Ferrovie Nord Milano Esercizio),
- Hungary, with the main country code 55 and the specific code 43 for GySEV/ROeEE (Győr-Sopron-Ebenfurti Vasút Részvénytársaság/Raab-Ödenburg-Ebenfurter Eisenbahn).

These vehicles should keep their current number. The 12-digit number should be registered as such without any modification ⁽¹⁾.

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

(b) Vehicles without a 12-digit number

A two-step procedure applies.

- A 12-digit number (according to OPE TSI) defined in accordance with the vehicle's characteristics is allocated in the NVR. The IT system should link this registered number to the current vehicle number.
- For vehicles used in international traffic, except those reserved for historical use: the 12-digit number is physically applied to the vehicle itself within a period of 6 years after allocation in the NVR. For vehicles used in domestic traffic and for those reserved for historical use: the physical application of the 12-digit number is voluntary.

4.1.2. *Item No 2 — Member State and NSA (Compulsory)*

The item 'Member State' must always refer to the Member State where the vehicle is registered in its NVR. For vehicles from third countries, this item refers to the first Member State that authorised the vehicle to be placed in service on the European Union rail network. The item 'NSA' refers to the entity that delivered the authorisation for placing the vehicle in service.

4.1.3. *Item No 3 — Manufacturing Year*

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

4.1.4. *Item No 4 — EC Reference*

Normally such a reference does not exist for existing vehicles except for a handful of HS RS. To be recorded only if available.

4.1.5. *Item No 5 — Reference to the ERATV*

To be recorded only if available.

Until ERATV is set up, reference may be made to the Rolling Stock Register (Article 22a of Council Directive 96/48/EC ⁽²⁾ and Article 24 of Directive 2001/16/EC of the European Parliament and of the Council ⁽³⁾).

⁽¹⁾ However, any new vehicles placed in service for AAE, BLS, FNME and GySEV/ROeEE are to be given the standard country code.

⁽²⁾ OJ L 235, 17.9.1996, p. 6.

⁽³⁾ OJ L 110, 20.4.2001, p. 1.

▼ M14.1.6. *Item No 6 — Restrictions*

To be recorded only if available.

4.1.7. *Item No 7 — Owner (Compulsory)*

Compulsory and normally available.

4.1.8. *Item No 8 — Keeper (Compulsory)*

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

4.1.9. *Item No 9 — Entity in charge of maintenance (Compulsory)*

This item is compulsory.

4.1.10. *Item No 10 — Withdrawal*

Applicable as appropriate.

4.1.11. *Item No 11 — Member States where the vehicle is authorised*

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

4.1.12. *Item No 12 — Authorisation number*

To be recorded only if available

4.1.13. *Item No 13 — Placing in service (Compulsory)*

Where the date of placing into service is not known precisely, the approximate year should be entered.

4.2. **Procedure**

The entity previously responsible for vehicle registration is to make all information available to the NSA or RE of the country where it is located.

Existing freight wagons and passenger cars are to be registered only in the NVR of the Member State where the former registration entity was located.

If an existing vehicle had been authorised in several Member States, the RE that registers this vehicle sends the relevant data to the REs of the other Member States concerned.

The NSA or RE includes the information in its NVR.

The NSA or RE informs all the parties involved when the information transfer is completed. At least the following entities are to be informed:

- the entity previously responsible for vehicle registration,
- the keeper,
- ERA.

▼ **M1***Appendix 1***RESTRICTION CODING**

1. PRINCIPLES

Restrictions (technical characteristics) already recorded in other registers to which NSAs have access do not need to be repeated in the NVR.

Acceptance in cross-border traffic is based on:

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

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

2. STRUCTURE

The codes are structured in three levels:

- 1st level: Category of restriction,
- 2nd level: Type of restriction,
- 3rd level: Value or specification.

Restriction Coding

Cat	Type	Value	Name
1			Technical restriction related to construction
	1	Numeric (3)	Minimum curve radius in metres
	2	—	Track circuit restrictions
	3	Numeric (3)	Speed restrictions in km/h (marked on wagons and coaches but not marked on locomotives)
2			Geographical restriction
	1	Alpha-numeric (3)	Kinematic gauge (coding WAG TSI Annex C)
	2	Coded list	Wheel set gauge
		1	Variable gauge 1435/1520
		2	Variable gauge 1435/1668
	3	—	No CCS on board
	4	—	ERTMS A on board
	5	Numeric (3)	B system on board (*)
3			Environmental restrictions
	1	Coded list	Climatic zone EN50125/1999
		1	T1
		2	T2
		3	T3

▼ **M1**

Cat	Type	Value	Name
4			Restrictions on use included in the authorisation certificate
	1	—	Time-based
	2	—	Condition-based (distance travelled, wear, etc.)

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

The numeric code is composed of three characters where:

— 1xx is used for a vehicle equipped with a signalling system,

— 2xx is used for a vehicle equipped with radio.

Xx corresponds to the numerical coding in Annex B to the CCS TSI.

▼ **M1**

Appendix 2

STRUCTURE AND CONTENT OF THE EIN

Code for the harmonised numbering system, called European Identification Number (EIN), for Safety Certificates and other documents

Example:

I T	5 1	2 0 0 6	0 0 0 5
Country code (two letters)	Type of document (two digits)	Issue year (four digits)	Counter (four digits)
Field 1	Field 2	Field 3	Field 4

FIELD 1 — COUNTRY CODE (TWO LETTERS)

▼ **M3**

The codes are those officially published and updated on the European website in the *Interinstitutional style guide* (<http://publications.eu.int/code/en/en-5000600.htm>)

STATE	CO-DE	STATE	CO-DE
Austria	AT	Liechtenstein	LI
Belgium	BE	Lithuania	LT
Bulgaria	BG	Luxembourg	LU
Croatia	HR	Norway	NO
Cyprus	CY	Malta	MT
Czech Republic	CZ	Netherlands	NL
Denmark	DK	Poland	PL
Estonia	EE	Portugal	PT
Finland	FI	Romania	RO
France	FR	Slovak Republic	SK
Germany	DE	Slovenia	SI
Greece	EL	Spain	ES
Hungary	HU	Sweden	SE
Iceland	IS	Switzerland	CH
Ireland	IE	United Kingdom	UK
Italy	IT		
Latvia	LV		

The code for multinational safety authorities should be composed in the same way. Currently there is only one authority: the Channel Tunnel Safety Authority. It is proposed to use the following code:

MULTINATIONAL SAFETY AUTHORITY	CODE
Channel Tunnel Safety Authority	CT

▼ **M1**

FIELD 2 — TYPE OF DOCUMENT (TWO-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 document subtype.

▼ **M1**

This numbering system can be extended when other codes are needed. The following list is a proposed list of known, possible combinations of two-digit numbers plus combinations for authorisation of the placing in service of vehicles:

Number combination for Field 2	Document type	Document subtype
[0 1]	Licences	Licences for RUs
[0 x]	Licences	Others
[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 x]	Reserved, e.g. maintenance for rolling stock, for infrastructure or other	
[4 x]	Reserved for Notified Bodies	E.g. different kinds of Notified Bodies
[5 1] and [5 5] (*)	Authorisation for placing in service	Tractive vehicles
[5 2] and [5 6] (*)	Authorisation for placing in service	Hauled passenger vehicles
[5 3] and [5 7] (*)	Authorisation for placing in service	Wagons
[5 4] and [5 8] (*)	Authorisation for placing in service	Special vehicles
[5 9] (**)	Authorisation of type of vehicle	
[6 0]	Authorisation for placing in service	Infrastructure, Energy and Control Command Signalling track-side assembly Subsystems
[6 1]	Authorisation for placing in service	Infrastructure Subsystem
[6 2]	Authorisation for placing in service	Energy Subsystem
[6 3]	Authorisation for placing in service	Control Command Signalling track-side assembly Subsystem
[7 1]	Train driving licence	Counter up to and including 9 999

▼ **M1**

Number combination for Field 2	Document type	Document subtype
[7 2]	Train driving licence	Counter between 10 000 up to and including 19 000
[7 3]	Train driving licence	Counter between 20 000 up to and including 29 000
[8 x] ... [9 x]	Reserved (two document types)	Reserved (10 subtypes each)

(*) If the four digits reserved for Field 4 'Counter' are fully used within a year, the first two digits of Field 2 will change respectively from:

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

(**) 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 (FOUR-DIGIT NUMBER)

This Field indicates the year (in the specified format yyyy, i.e. four digits) in which the authorisation was issued.

FIELD 4 — COUNTER

The counter is a progressive number incremented by one unit each time a document is issued, regardless if it is a new, renewed or updated/amended authorisation. Even where a certificate is revoked or an authorisation is suspended, its number cannot be used again.

Every year the counter restarts from zero.

▼ **M1***Appendix 3***WITHDRAWAL CODING**

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

Use of codes

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

Registration issues

- A vehicle that has its registration suspended or withdrawn may not operate on the European railway network under the recorded registration.
- A reactivation of a registration after suspension will require the verification by the registration entity of the conditions which caused the suspension.
- A transfer of registration under the conditions set out in Article 1b of Commission Decision 2006/920/EC⁽¹⁾ and Article 1b of Commission Decision 2008/231/EC⁽²⁾, as amended by Decision 2010/640/EU⁽³⁾, consists of a new registration of the vehicle and subsequent withdrawal of the old registration.

⁽¹⁾ OJ L 359, 18.12.2006, p. 1.

⁽²⁾ OJ L 84, 26.3.2008, p. 1.

⁽³⁾ OJ L 280, 26.10.2010, p. 29.

▼ **M1**

Appendix 4

STANDARD FORM FOR REGISTRATION**Standard form for registration of authorised vehicles (1)**

in conformity with Directive 2008/57/EC and applicable national legislation

 Application for: New registration Modification (2) Withdrawal

INFORMATION ABOUT THE VEHICLE**1. Number**

1.1. European Vehicle Number (3) _ _ _ _ _ - _ _

1.2. Number previously assigned to the vehicle (4)

2. Member State where registration is sought and NSA that authorised the vehicle

2.1. Member State: _ _

2.2. Name of NSA:

3. Manufacturing year: _ _ _ _**4. EC reference**

4.1. Date of declaration: _ _ _ _ _

4.2. EC reference:

4.3. Name of issuing body:

4.4. Registered business number:

Address of organisation

4.5. Street and number:

4.6. Town:

4.7. Country code: 4.8. Post code:

5. Reference to the European register of authorised types of vehicles:5bis. **Series**

(1) This form may also be produced electronically.

(2) The box before each modified item also has to be ticked.

(3) Not applicable for first registration.

(4) Not applicable for first registration.

▼ M1

Identification of the entity applying for registration:

Date: _ _ _ _ _

Name and signature of responsible officer:

SAFETY AUTHORITY REFERENCES

1.1. **Allocated European Vehicle Number** ⁽¹⁾ _ _ _ _ _ - _

12. **Authorisation number** _ _ _ _ _

13. Placing in service

13.1. Date of authorisation: _ _ _ _ _

13.2. Authorisation valid until: _ _ _ _ _

Date application received: _ _ _ _ _

Date of withdrawal: _ _ _ _ _

⁽¹⁾ It is possible to attach a list for several vehicles of the same series or order.

▼ **M1***Appendix 5***GLOSSARY**

Abbreviation	Definition
CCS	Control Command System
CIS	Commonwealth of Independent States
COTIF	Convention concerning International Carriage by Rail
CR	Conventional Rail (System)
DB	Database
EC	European Commission
EC VVR	European Centralised Virtual Vehicle Register
EIN	European Identification Number
EN	European Standard (Euro Norm)
EVN	European Vehicle Number
ERA	European Railway Agency, also referred to as 'the Agency'
ERATV	European Register of Authorised Types of Vehicles
ERTMS	European Rail Traffic Management System
EU	European Union
HS	High Speed (System)
IB	Investigating Body
ISO	International Organisation for Standardisation
IM	Infrastructure Manager
INF	Infrastructure
IT	Information Technology
LR	Local Register
NoBo	Notified Body
NSA	National Safety Authority
NVR	National Vehicle Register
OPE (TSI)	Operation and Traffic management (TSI)
OTIF	Intergovernmental Organisation for International Carriage by Rail
RE	Registration Entity, i.e. the body responsible for keeping and updating the NVR
RB	Regulatory Body
RIC	Regulations governing the reciprocal use of carriages and brake vans in international traffic
RIV	Regulations concerning the reciprocal use of wagons in international traffic

▼ M1

Abbreviation	Definition
RS or RST	Rolling Stock
RSRD (TAF)	Rolling Stock Reference Database (TAF)
RU	Railway Undertaking
SEDP (TAF)	Strategic European Deployment Plan (TAF)
TAF (TSI)	Telematic Applications for Freight (TSI)
TSI	Technical Specification for Interoperability
VKM	Vehicle Keeper Marking
VKMR	Vehicle Keeper Marking Register
VVR	Virtual Vehicle Register
WAG (TSI)	Wagon (TSI)
WIMO (TAF)	Wagon and Intermodal Operational Database (TAF)

▼ **M2**

Appendix 6

PART '0' — VEHICLE IDENTIFICATION**General remarks**

This appendix describes the European Vehicle Number 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.

European Vehicle number and linked abbreviations

Each railway vehicle receives a number consisting of 12 figures (called European Vehicle Number (EVN)) with the following structure:

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 part 6]</i>	01 to 99 <i>[details in part 4]</i>	0000 to 9999 <i>[details in part 9]</i>	000 to 999	0 to 9 <i>[details in part 3]</i>
Hauled passenger vehicles	50 to 59 60 to 69 70 to 79 <i>[details in part 7]</i>		0000 to 9999 <i>[details in part 10]</i>	000 to 999	
Tractive rolling stock and units in a train set in fixed or pre-defined formation	90 to 99 <i>[details in part 8]</i>		0000000 to 8999999 <i>[the meaning of these figures is defined by the Member States, eventually by bilateral or multi-lateral agreement]</i>		
Special vehicles			9000 to 9999 <i>[details in part 11]</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 vehicles ⁽¹⁾.

Alphabetical markings complete the number:

- (a) abbreviation of the country in which the vehicle is registered (*details in part 4*);
- (b) Vehicle Keeper Marking (*details in part 1*);
- (c) abbreviations of the technical characteristics (*details in part 12 for the wagons, part 13 for the hauled passenger vehicles*).

The European Vehicle Number 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 placing in service according to Articles 20 to 25 of Directive 2008/57/EC.

⁽¹⁾ 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.

▼ **M2****PART 1 — VEHICLE KEEPER MARKING****1. Definition of the Vehicle Keeper Marking (VKM)**

A Vehicle Keeper Marking (VKM) is an alphabetic code, consisting of 2 to 5 letters ⁽¹⁾. A VKM is inscribed on each rail vehicle, near the European Vehicle Number. The VKM identifies the Vehicle Keeper as registered in a National Vehicle Register.

A VKM is unique and valid in all countries covered by this TSI and all countries that enter into an agreement that involves the application of the system of vehicle numbering and VKM as described in this TSI.

2. Format of the Vehicle Keeper Marking

The VKM is representation of the full name or abbreviation of the vehicle keeper, if possible in a recognisable manner. All 26 letters of the Latin alphabet may be used. The letters in the VKM are 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 be taken as written in capitals.

Letters may contain diacritical signs ⁽²⁾. Diacritical signs used by these letters are 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 is disregarded for data-processing purposes.

3. Provisions about allocation of Vehicle Keeper Markings

A vehicle keeper can be issued more than one VKM, in case:

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

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

- that belong to single corporate structure (e.g. holding structure);
- 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;
- that has mandated a separate, single legal entity for handling all issues on their behalf, in which event the legal entity is the keeper.

4. Register of Vehicle Keeper Markings and procedure for allocation

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

An application for a VKM is filed with the applicant's competent national authority and forwarded to the ERA. A VKM can be used only after publication by the ERA.

⁽¹⁾ For NMBS/SNCB, the use of an encircled single letter B can be continued.

⁽²⁾ Diacritical marks are 'accent-signs', such as in Å, Ç, Ö, Ć, Ž, Á 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.

▼ **M2**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	Countries	Alphabetical country code ⁽¹⁾	Numerical country code
Albania	AL	41	Lithuania	LT	24
Algeria	DZ	92	Luxembourg	L	82
Armenia	AM	58	Macedonia	MK	65
Austria	A	81	Malta	M	
Azerbaijan	AZ	57	Moldova	MD ⁽¹⁾	23
Belarus	BY	21	Monaco	MC	
Belgium	B	88	Mongolia	MGL	31
Bosnia-Herzegovina	BIH	49	Montenegro	MNE	62
Bulgaria	BG	52	Morocco	MA	93
China	RC	33	Netherlands	NL	84
Croatia	HR	78	North Korea	PRK ⁽¹⁾	30
Cuba	CU ⁽¹⁾	40	Norway	N	76
Cyprus	CY		Poland	PL	51
Czech Republic	CZ	54	Portugal	P	94
Denmark	DK	86	Romania	RO	53
Egypt	ET	90	Russia	RUS	20
Estonia	EST	26	Serbia	SRB	72
Finland	FIN	10	Slovakia	SK	56
France	F	87	Slovenia	SLO	79
Georgia	GE	28	South Korea	ROK	61
Germany	D	80	Spain	E	71
Greece	GR	73	► C1 Sweden	S	74 ◀
Hungary	H	55	Switzerland	CH	85
Iran	IR	96	Syria	SYR	97
Iraq	IRQ ⁽¹⁾	99	Tajikistan	TJ	66
Ireland	IRL	60	Tunisia	TN	91
Israel	IL	95	Turkey	TR	75
Italy	I	83	Turkmenistan	TM	67
Japan	J	42	Ukraine	UA	22
Kazakhstan	KZ	27	United Kingdom	GB	70
Kyrgyzstan	KS	59	Uzbekistan	UZ	29
Latvia	LV	25	Vietnam	VN ⁽¹⁾	32
Lebanon	RL	98			
Liechtenstein	FL				

⁽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.

PART 5

Not used

PART 6 — INTEROPERABILITY CODES USED FOR WAGONS (DIGITS 1-2)

	1st digit	2nd digit	0	1	2	3	4	5	6	7	8	9	2nd digit	1st digit
		Track Gauge	fixed or variable	fixed	variable	fixed	variable	fixed	variable	fixed	variable	fixed or variable	Track Gauge	
Wagons conform to TSI WAG ^(a) including section 7.1.2 and all conditions set out in Appendix C	0	with axles	Not to be used	wagons		not to be used ^(c)						PPV/PPW wagons (variable gauge)	with axles	0
	1	with bogies											with bogies	1
	2	with axles										PPV/PPW wagons (fixed gauge)	with axles	2
	3	with bogies											with bogies	3
Other wagons	4	with axles ^(b)	maintenance related wagons							Other wagons	Wagons with special numbering for technical characteristics not placed in service inside EU	with axles ^(b)	4	
	8	with bogies ^(b)										with bogies ^(b)	8	
	1st digit	2nd digit	0	1	2	3	4	5	6	7	8	9	2nd digit	1st digit

^(a) Commission Regulation [TSI WAG as adopted after the revision].

^(b) Fixed or variable gauge.

^(c) Except for wagons in category I (temperature-controlled wagons), not to be used for new vehicles authorised placed in service.

PART 7 — INTERNATIONAL TRAFFIC ABILITY CODES USED FOR HAULED PASSENGER VEHICLES (DIGITS 1-2)

1st digit	2nd digit	Domestic traffic	TEN ^(a) and/or COTIF ^(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 (1435/1520) non-air-conditioned vehicles	Not to be used	Gauge-adjustable (1435/1668) non-air-conditioned vehicles	Historical vehicles	Not to be used ^(c)	Fixed-gauge vehicles	Gauge-adjustable (1435/1520) vehicles with change of bogies	Gauge-adjustable (1435/1520) vehicles with gauge-adjustable axles
6		Service vehicles	Fixed-gauge air-conditioned vehicles	Gauge-adjustable (1435/1520) air-conditioned vehicles	Service vehicles	Gauge-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 TSIs, see appendix P, part 5.

^(b) Including vehicles, which according to existing 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

▼ M2**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 '9'.

If the second digit 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

PART 9 — STANDARD NUMERICAL MARKING OF WAGONS (DIGITS 5 TO 8)

Part 9 indicates the numerical marking associated to the main technical characteristics of the wagon and it is published on the ERA website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

PART 10 — CODES FOR THE TECHNICAL CHARACTERISTICS OF THE HAULED PASSENGER STOCK (DIGITS 5-6)

Part 10 is published on the ERA website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

PART 11 — CODES FOR THE TECHNICAL CHARACTERISTICS OF THE SPECIAL VEHICLES (DIGIT 6 TO 8)

Part 11 is published on the ERA website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

▼ M2

PART 12 — LETTER MARKING FOR WAGONS EXCLUDING
ARTICULATED AND MULTIPLE WAGONS

Part 12 is published on the ERA website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

PART 13 — LETTER MARKING FOR HAULED PASSENGER STOCK

Part 13 is published on the ERA website (www.era.europa.eu).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.