DEĊIŻJONIJIET

DEĊIŻJONI TA' IMPLIMENTAZZJONI TAL-KUMMISSJONI

tal-4 ta' Ottubru 2011

dwar ir-reġistru Ewropew tat-tipi ta' vetturi ferrovjarji awtorizzati

(notifikata bid-dokument numru C(2011) 6974)

(Test b'relevanza għaż-ŻEE)

(2011/665/UE)

IL-KUMMISSJONI EWROPEA,

Wara li kkunsidrat it-Trattat dwar il-Funzjonament tal-Unjoni Ewropea,

Wara li kkunsidrat id-Direttiva 2008/57/KE tal-Parlament Ewropew u tal-Kunsill tas-17 ta' Ġunju 2008 dwar l-interoperabbiltà tas-sistema ferrovjarja fil-Komunità [1], u b'mod partikolari l-Artikolu 34(4) tagħha,

Billi:

(1) Skont l-Artikolu 34(1) tad-Direttiva 2008/57/KE, l-AġenzijaFerrovjarja Ewropea (l-Aġenzija) għandha tistabbilixxi u żżomm reġistru tat-tipi ta' vetturi awtorizzati mill-Istati Membri għat-tqegħid fis-servizz fis-sistema ferrovjarja tal-Unjoni.

(2) Għal xi tipi ta' vetturi eżistenti, ma huwiex possibbli li tiġi stabbilita korrispondenza ma' tip ta' vettura li hija awtorizzata skont l-Artikolu 26 tad-Direttiva 2008/57/KE. Il-possibbiltà li jiġu inklużi l-karatteristiċi tekniċi tal-vetturi kollha fis-servizz f'reġistru wieħed tista', madankollu, tkun ta' benefiċċju għas-settur ferrovjarju.

(3) Ir-restrizzjonijiet fuq l-użu tal-vettura kif imsemmi fl-Artikolu 33(2)(e) tad-Direttiva 2008/57/KE huma suġġetti, fil-biċċa l-kbira tal-każijiet, għal kodiċi speċifika. Dawn il-kodiċijiet ta' restrizzjoni għandhom jiġu armonizzati. L-użu ta' kodiċijiet ta' restrizzjoni nazzjonali għandhom ikunu limitati għal dawk ir-restrizzjonijiet li jirriflettu l-karatteristiċi partikolari tas-sistema ferrovjarja eżistenti ta' Stat Membru u aktarx ma jiġux applikati bl-istess tifsira fi Stati Membri oħra. L-Aġenzija għandha żżomm aġġornata l-lista tal-kodiċijiet ta' restrizzjoni armonizzati u tal-kodiċijiet nazzjonali u tippubblikahom fis-sit elettroniku tagħha.

(4) Skont l-Artikolu 34(3) tad-Direttiva 2008/57/KE, meta tiġi mogħtija, immodifikata, sospiża jew irtirata awtorizzazzjoni tat-tip fi Stat Membru, l-awtoritajiet nazzjonali għas-sikurezza għandhom jinfurmaw lill-Aġenzija, biex din tal-aħħar tkun tista' taġġorna r-reġistru. Ir-reġistru għandu jinkludi tipi ta' vetturi awtorizzati skont l-Artikolu 26 tad-Direttiva 2008/57/KE. Għaldaqstant, meta tiġi infurmata l-Aġenzija, l-awtoritajiet nazzjonali għas-sikurezza għandhom jindikaw liema parametri tat-tip speċifiku jkunu ġew verifikati skont ir-regoli nazzjonali notifikati. Din l-indikazzjoni għandha tiġi stabbilita skont id-dokument ta' referenza msemmi fl-Artikolu 27(4) tad-Direttiva 2008/57/KE.

(5) L-Aġenzija Ferrovjarja Ewropea ssottomettiet ir-rakkomandazzjoni tagħha ERA/REC/07-2010/INT lill-Kummissjoni fl-20 ta' Diċembru 2010.

(6) Il-miżuri provduti f'din id-Deċiżjoni huma konformi mal-opinjoni tal-Kumitat imwaqqaf skont l-Artikolu 29 tad-Direttiva 2008/57/KE.

ADOTTAT DIN ID-DEĊIŻJONI:

Artikolu 1

Suġġett

Din id-Deċiżjoni tistabbilixxi l-ispeċifikazzjonijiet tar-reġistru Ewropew tat-tipi ta' vetturi awtorizzati msemmi fl-Artikolu 34 tad-Direttiva 2008/57/KE.

Artikolu 2

Speċifikazzjonijiet tar-reġistru Ewropew tat-tipi ta' vetturi awtorizzati

1. L-Aġenzija għandha tiżviluppa, topera u żżomm ir-reġistru Ewropew tat-tipi ta' vetturi awtorizzati fuq il-bażi tal-ispeċifikazzjonijiet stabbiliti fl-Annessi I u II.

2. Ir-Reġistru Ewropew tat-Tipi ta' Vetturi Awtorizzati (ERATV — European Register of Authorised Types of Vehicles) għandu jkun fih id-data dwar it-tipi ta' vetturi awtorizzati mill-Istati Membri skont l-Artikolu 26 tad-Direttiva 2008/57/KE.

3. It-tipi ta' vetturi awtorizzati minn Stat Membru qabel id-19 ta' Lulju 2010 li għalihom vettura waħda jew iżjed ikunu ġew awtorizzati fi Stat Membru wieħed jew iżjed skont l-Artikoli 22 jew 24 tad-Direttiva 2008/57/KE wara d-19 ta' Lulju 2010 huma meqjusa li jaqgħu taħt id-dispożizzjonijiet tal-Artikolu 26 tad-Direttiva 2008/57/KE u għandhom jiġu rreġistrati

[1] ĠU L 191, 18.7.2008, p. 1.

fl-ERATV. F'dan il-każ, id-data li għandha tiġi rreġistrata tista' tkun limitata għall-parametri li jkunu ġew ivverifikati waqt il-proċess tal-awtorizzazzjoni tat-tip.

4. It-tipi ta' vetturi li jistgħu jiġu rreġistrati volontarjament huma dawk stabbiliti fit-taqsima 1 tal-Anness I.

5. L-istruttura tan-numru li jirċievi kull tip ta' vettura għandha tkun dik stabbilita fl-Anness III.

6. Ir-reġistru għandu jkun operattiv sal-31 ta' Diċembru 2012. Sadanittant, l-Aġenzija għandha tippubblika l-informazzjoni dwar it-tipi ta' vetturi awtorizzati fis-sit elettroniku tagħha.

Artikolu 3

Informazzjoni li għandha tintbagħat mill-awtoritajiet nazzjonali għas-sikurezza

1. L-Istati Membri għandhom jiżguraw li l-awtoritajiet nazzjonali għas-sikurezza jipprovdu l-informazzjoni dwar l-awtorizzazzjonijiet tat-tip li jkunu ħarġu, kif stabbilit fl-Anness II.

2. L-awtoritajiet nazzjonali tas-sigurtà għandhom jipprovdu l-informazzjoni msemmija fil-paragrafu 1 ta' dan l-Artikolu skont ir-regoli stabbiliti fit-taqsima 5.2 tal-Anness I.

3. L-awtoritajiet nazzjonali tas-sigurtà għandhom jissottomettu l-informazzjoni billi jużaw il-formola standard onlajn bl-entrati rilevanti kollha mimlija.

4. L-awtoritajiet nazzjonali għas-sikurezza għandhom jissottomettu l-informazzjoni relatata mal-awtorizzazzjonijiet tat-tip ta' vetturi li jkunu ħarġu wara d-19 ta' Lulju 2010 u qabel id-dħul fis-seħħ ta' din id-Deċiżjoni mhux iżjed tard minn erba' xhur wara d-data tad-dħul fis-seħħ ta' din id-Deċiżjoni.

Artikolu 4

Kodiċijiet ta' restrizzjoni

1. Il-kodiċijiet ta' restrizzjoni armonizzati għandhom ikunu applikabbli fl-Istati Membri kollha.

Il-lista ta' kodiċijiet ta' restrizzjoni armonizzati għas-sistema ferrovjarja tal-Unjoni kollha kemm hi għandha tinżamm aġġornata mill-Aġenzija u tiġi ppubblikata fis-sit elettroniku tagħha.

Jekk awtorità nazzjonali għas-sikurezza tqis li għandha tiġi miżjuda kodiċi ġdida fil-lista ta' kodiċijiet ta' restrizzjoni armonizzati, hija għandha titlob lill-Aġenzija biex tevalwa l-inklużjoni ta' din il-kodiċi l-ġdida.

L-Aġenzija għandha tevalwa din it-talba, b'konsultazzjoni ma' awtoritajiet nazzjonali tas-sikurezza oħra. Jekk ikun xieraq, l-Awtorità għandha tinkludi kodiċi ta' restrizzjoni ġdida fil-lista. Qabel il-pubblikazzjoni tal-lista modifikata, l-Aġenzija għandha tikkomunikaha lill-Kummissjoni flimkien mat-talba għall-bidla u l-evalwazzjoni tagħha.

Il-Kummissjoni għandha żżomm lill-Istati Membri infurmati permezz tal-kumitat stabbilit skont l-Artikolu 29(1) tad-Direttiva 2008/57/KE.

2. L-Aġenzija għandha żżomm il-lista tal-kodiċijiet ta' restrizzjoni nazzjonali aġġornata. L-użu tal-kodiċijiet ta' restrizzjoni nazzjonali għandu jkun limitat għal dawk ir-restrizzjonijiet li jirriflettu l-karatteristiċi partikolari tas-sistema ferrovjarja eżistenti ta' Stat Membru u aktarx ma jiġux applikati bl-istess tifsira fi Stati Membri oħra.

Għat-tipi ta' restrizzjonijiet li mhumiex indikati fil-lista msemmija fil-paragrafu 1, l-awtorità nazzjonali tas-sigurtà għandha titlob lill-Aġenzija biex tinkludi kodiċi ġdida fil-lista ta' kodiċijiet ta' restrizzjoni nazzjonali. L-Aġenzija għandha tevalwa t-talba, b'konsultazzjoni ma' awtoritajiet nazzjonali għas-sikurezza oħra. Jekk ikun xieraq, l-Aġenzija għandha tinkludi kodiċi ta' restrizzjoni ġdida fil-lista. Qabel il-pubblikazzjoni tal-lista modifikata, l-Aġenzija għandha tikkomunikaha lill-Kummissjoni flimkien mat-talba għall-bidla u l-evalwazzjoni tagħha.

Il-Kummissjoni għandha żżomm lill-Istati Membri infurmati permezz tal-kumitat stabbilit skont l-Artikolu 29(1) tad-Direttiva 2008/57/KE.

3. Il-kodiċi ta' restrizzjoni tal-awtoritajiet multinazzjonali għas-sikurezza għandha tiġi trattata bħall-kodiċijiet ta' restrizzjoni nazzjonali.

4. L-użu ta' restrizzjonijiet mhux kodifikati għandu jkun limitat għal dawk ir-restrizzjonijiet li, minħabba n-natura partikolari tagħhom, aktarx ma jiġux applikati għal diversi tipi ta' vetturi.

Artikolu 5

Dispożizzjonijiet finali

1. L-Aġenzija għandha tippubblika u żżomm aġġornata gwida dwar l-applikazzjoni tar-reġistru Ewropew tat-tipi ta' vetturi awtorizzati. Fost informazzjoni oħra, din il-gwida għandha tinkludi, għal kull parametru, referenza għall-klawżoli tal-ispeċifikazzjonijiet tekniċi għall-interoperabbiltà (TSIs — Technical Specifications for Interoperability) li jistabbilixxu r-rekwiżiti ta' dan il-parametru.

2. L-Aġenzija għandha tissottometti rakkomandazzjoni lill-Kummissjoni dwar il-possibbiltà li t-tipi ta' vetturi awtorizzati qabel id-19 ta' Lulju 2010 jiġu inklużi fir-reġistru u dwar il-possibbiltà li tiġi emendata din id-Deċiżjoni abbażi tal-esperjenza miksuba mhux iktar tard minn tmintax-il xahar wara d-dħul fis-seħħ ta' din id-Deċiżjoni.

Artikolu 6

Data ta' applikazzjoni

Din id-Deċiżjoni għandha tapplika mill-15 ta' April 2012.

Artikolu 7

Indirizzi

Din id-Deċiżjoni hija indirizzata lill-Aġenzija Ferrovjarja Ewropea u lill-Istati Membri.

Magħmul fi Brussell, l-4 ta' Ottubru 2011.

Għall-Kummissjoni
Siim KALLAS
Viċi-President

ANNESS I

SPECIFICATION FOR THE EUROPEAN REGISTER OF AUTHORISED TYPES OF VEHICLES

1. TYPES OF VEHICLE TO BE VOLUNTARILY REGISTERED

Types of vehicle authorised before 19 July 2010 for which no new vehicles have been authorised after 19 July 2010 may be registered in ERATV voluntarily.

In addition, the following types of vehicle may be registered voluntarily:

— vehicles authorised to be placed in service before 19 July 2010 for which an additional authorisation for placing in service has been granted pursuant to Article 23 or 25 of Directive 2008/57/EC,

— vehicles authorised to be placed in service before 19 July 2010 for which a new authorisation for placing in service has been granted after an upgrading or renewal,

— vehicles coming from third countries and authorised on the EU territory according to COTIF 1999 and particularly its Appendices F and G or,

— vehicles coming from third countries and authorised under provisions of Article 21(11) of Directive 2008/57/EC,

In these four cases of voluntary registration, data to be recorded may be limited to the parameters that have been verified during the authorisation process.

Temporary permissions, such as permissions for testing and trial runs, shall not be recorded in ERATV.

2. FUNCTIONAL ARCHITECTURE

2.1. **Administration of ERATV**

The Agency shall host and manage ERATV. The Agency shall create user accounts and to grant access rights at the request of national safety authorities in accordance with this specification.

2.2. **Address of ERATV**

ERATV shall be a web-based application. The address of ERATV shall be made available on the Agency website.

2.3. **Users and user access rights**

ERATV shall have the following users:

User	Access rights	Log in, user accounts
National safety authority of any Member State	Submission of data related to this Member State to be validated by the Agency Unrestricted consultation of any data, including the data for which the validation is pending	Logging in with user name and password No functional or anonymous accounts shall be made available. Several accounts shall be created if the national safety authority so requires.
Agency	Validation regarding the compliance with this specification and publication of the data submitted by a national safety authority Unrestricted consultation of any data, including the data for which the validation is pending	Logging in with user name and password
Public	Consultation of validated data	Not applicable

2.4. **Interface to external systems**

Any type of vehicle registered (i.e. validated and made public) in ERATV shall be available via a hyperlink. These hyperlinks may be used by external applications.

Attention shall be given to possible links between ERATV and European centralised virtual vehicle register (ECVVR) [1].

[1] As provided for in Commission Decision 2007/756/EC 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 (OJ L 305, 23.11.2007, p. 30).

2.5. **Links to other registers and databases**

When developing ERATV the Agency shall take full account of the interfaces, including coordinated transitional periods, to the following registers and databases:

— National vehicle registers ([1]) (NVR) and ECVVR: the format of data on the type of vehicle in ECVVR shall have a one to one correspondence with the designation of types and, where applicable, versions of type in ERATV.

— Register of infrastructure (RINF) ([2]): the lists of parameters and the data format of RINF and ERATV shall correspond to each other, including any updates or amendments of the RINF and ERATV specifications.

— Reference document of national rules (Article 27 of Directive 2008/57/EC): once the reference document is available, the list of parameters for which the conformity assessment is done against national rules indicated in ERATV shall have one to one correspondence with the list of parameters indicated in the reference document. ERATV must not allow referring to any parameter not included in the reference document.

2.6. **Availability**

As a general rule, ERATV shall be available 24 hours a day, 7 days a week, 365 days a year with a target system availability of 98 %. However in the case of a failure occurring out of normal working hours of the Agency, the restoration of the service shall be handled the next working day of the Agency after the failure. The unavailability of the system shall be minimal during the maintenance.

2.7. **Security**

The user accounts and passwords created by the Agency must not be disclosed to any third party and must be used in accordance with this specification only.

3. TECHNICAL ARCHITECTURE

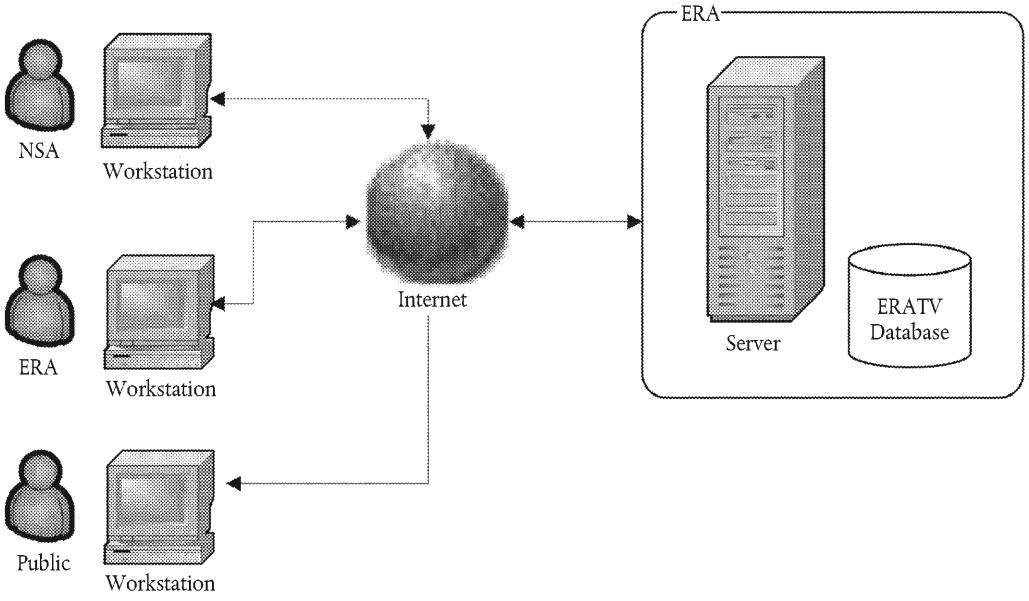
3.1. **System architecture**

ERATV shall be a web-based application hosted and managed by the Agency.

ERATV shall be capable of containing complete information for 35 000 types of vehicle.

The users shall have the possibility to connect to ERATV by means of a standard Internet connection.

ERATV architecture shall be as shown on the following figure:



([1]) As provided for in Commission Decision 2007/756/EC (OJ L 305, 23.11.2007, p. 30).
([2]) As provided for in Commission Decision of 15/9/2011 notified under reference C(2011)6383

3.2. **System requirements**

For having connection to ERATV an Internet browser and access to Internet shall be required.

4. OPERATING MODE

ERATV shall have the following operating modes:

— Normal mode. During the normal operating mode all functionalities shall be available,

— Maintenance mode. During the maintenance mode ERATV may not be available for users,

5. RULES FOR DATA INPUT AND CONSULTATION

5.1. **General principles**

Every national safety authority shall submit information related to the authorisations of types of vehicle it has granted.

ERATV shall include a web based tool for exchange of information between the national safety authorities and the Agency. This tool shall allow the following exchanges of information:

(1) submission of data for the register by a national safety authority to the Agency including:

(a) data related to granting an authorisation for a new type of vehicle (in this case the national safety authority shall provide the full set of data as set out in Annex II),

(b) data related to granting an authorisation for a type of vehicle previously registered in ERATV (in this case the national safety authority shall only provide data related to the authorisation itself, i.e. fields in Section 3 of the list set out in Annex II),

(c) data related to modification of an existing authorisation (in this case the national safety authority shall only provide data related to the fields that need to be modified; this may not include modification of data related to the characteristics of the vehicle),

(d) data related to suspension of an existing authorisation (in this case the national safety authority shall only provide the date of suspension),

(e) data related to re-activation of an existing authorisation (in this case the national safety authority shall only provide data related to the fields that need to be modified), distinguishing between

— re-activation without modification of data,

— re-activation with modification of data (these data may not be related to the characteristics of the vehicle),

(f) data related to withdrawal of an authorisation,

(g) data related to correction of an error,

(2) sending of requests for data clarification and/or correction by the Agency to a national safety authority,

(3) sending of answers by a national safety authority to the requests of clarification and/or correction done by the Agency.

The national safety authority shall submit the data for updating the register electronically by means of a web based application and using the standard web based electronic form with the relevant fields filled in as set out in Annex II.

The Agency shall check the data submitted by the national safety authority regarding their compliance with this specification, and either validate them or request a clarification.

If the Agency considers that the data submitted by the national safety authority are not in compliance with this specification, the Agency shall send the national safety authority a request for correction or clarification of the submitted data.

Upon each update of data regarding a type of vehicle the system shall generate a confirmation message, which shall be sent by e-mail to the users of the national safety authority that submitted the data, to the national safety authority of all other Member States where the type is authorised and to the Agency.

5.2. **Submission of data by national safety authority**

5.2.1. *Granting an authorisation to a new type of vehicle*

The national safety authority shall inform the Agency of any authorisation of a new type of vehicle within twenty (20) working days following the issue of the authorisation.

The Agency shall check the information submitted by the national safety authority and within twenty (20) working days following the receipt of this information either validate it and assign type of vehicle a number a set out in Annex III or request its correction or clarification. In particular, in order to prevent an unintended duplication of types in ERATV, the Agency shall check, as far as the data available in ERATV allows, that this type has not been registered before by another Member State.

After validation of the information submitted by the national safety authority, the Agency shall assign the new type of vehicle its number. The rules for assigning the type of vehicle number are set out in Annex III.

5.2.2. *Granting an authorisation to a type of vehicle previously registered in ERATV*

The national safety authority shall inform the Agency of any authorisation of a type of vehicle already registered in ERATV (such as a type authorised by another Member State) within twenty (20) working days following the issue of the authorisation.

The Agency shall check the information submitted by the national safety authority and within ten (10) working days following the receipt of this information, shall either validate it or request its correction or clarification.

After validation of the information submitted by the national safety authority, the Agency shall complement the data related to this type of vehicle by the data related to the authorisation in the Member State of the national safety authority that granted this authorisation.

5.2.3. *Modification on an existing authorisation*

The national safety authority shall inform the Agency of any modification to an existing authorisation for a type of vehicle within twenty (20) working days following the issue of the modification to the authorisation.

The Agency shall check the information submitted by the national safety authority and within ten (10) working days following the receipt of this information, shall either validate it or request its correction or clarification. In particular the Agency shall check that the requested changes actually consist of a modification of an authorisation of an existing type (e.g. amendment of conditions of the authorisation, amendments of the type examination certificate) and do not constitute a new type of vehicle.

After validation of the information submitted by the national safety authority, the Agency shall publish the information.

5.2.4. *Suspension*

The national safety authority shall inform the Agency of any suspension of an existing authorisation for a type of vehicle within five (5) working days following the issue of the suspension of the authorisation.

The Agency shall check the information submitted by the national safety authority and within five (5) working days following the receipt of this information, shall either validate it or request its correction or clarification.

5.2.5. *Reactivation without modification*

The national safety authority shall inform the Agency of a reactivation of an authorisation for a type of vehicle previously suspended within twenty (20) working days following the issue of the reactivation of the authorisation. The national safety authority shall confirm that the original authorisation is reactivated without any modifications.

The Agency shall check the information submitted by the national safety authority and within ten (10) working days following the receipt of this information, shall either validate it or request its correction or clarification.

5.2.6. *Reactivation with modification*

The national safety authority shall inform the Agency of a reactivation of an authorisation for a type of vehicle previously suspended within twenty (20) working days following the issue of the reactivation of the authorisation. The national safety authority shall indicate that the reactivation is accompanied by a modification of the original authorisation. The national safety authority shall submit information regarding this modification.

The process indicated in clause 5.2.3 above for modification of an authorisation shall apply.

5.2.7. *Withdrawal*

The national safety authority shall inform the Agency of any withdrawal of an existing authorisation for a type of vehicle within five (5) working days following the withdrawal of the authorisation.

The Agency shall check the information submitted by the national safety authority and within five (5) working days following the receipt of this information, shall either validate it or request its correction or clarification.

In the cases where an authorisation has a validity term, the IT system shall automatically change the status of the authorisation to 'expired' according to the validity term indicated by the relevant national safety authority.

5.2.8. *Modification of an authorisation which may lead to a modification of a registered type of vehicle*

Before requesting a modification of an authorisation which may lead to a modification of a registered type of vehicle, the national safety authority shall coordinate with national safety authorities who have granted authorisation for this registered type, and in particular the authority who has registered the type in ERATV.

5.3. **Entry or modification of data by the agency**

Normally, the Agency shall not introduce any data into the register. The data shall be submitted by the national safety authority and the role of the Agency consists of validation and publication only.

In exceptional circumstances, such as technical impossibility of following the normal procedure, the Agency may, following a request from a national safety authority, enter or modify data in ERATV. In this case, the national safety authority that requested the entry or modification of data shall confirm the data entered or modified by the Agency and the Agency shall duly document the process. The timescales for entering data in ERATV as indicated in section 5.2 shall apply.

5.4. **Publication of data by the agency**

The Agency shall make publicly available the data that has been validated.

5.5. **Error handling in submitted data**

ERATV shall allow correcting errors in the recorded data. In the cases when an error has been corrected, ERATV shall indicate the date of correction.

5.6. **Possible searches and reports**

ERATV shall allow the following reports:

(1) For a national safety authority and the Agency

— Information as indicated in Annex II submitted by any national safety authority and not validated by the Agency for any type of vehicle for which the authorisation is active, suspended or withdrawn (including expired authorisations) as far as this information is kept in historical records.

— Any of the reports available to public,

(2) For the public

— Information as indicated in Annex II submitted by any national safety authority and validated by the Agency for any type of vehicle for which the authorisation is active, suspended or withdrawn (including expired authorisations) as far as this information is kept in historical records.

ERATV shall allow the public to perform searches at least by following criteria and any combination of them:

— by type code,

— by type name or part of it,

— by manufacturer's name or part of it,

— by vehicle category/subcategory,

— by TSI(s) the type is in conformity with,

— by Member State or combination of Member States where the type of vehicle is authorised,

— by status of the authorisation,

— by any of the technical characteristics,

Where appropriate the search criteria shall allow indicating a range for a technical characteristic.

5.7. **Historical records**

ERATV shall retain the complete historical record of all the modifications, including correction of errors, requests for clarifications and answers, related to a registered type of vehicle for 10 years from the date of withdrawal of the authorisation in all the Member States and for 10 years from the date of withdrawal of the registration from any NVR of the last vehicle of this type, whatever occurs later.

5.8. **Automatic notification of changes**

Following a modification, suspension, reactivation or withdrawal of an authorisation of a vehicle type, the IT system shall send the national safety authority of any Member State where the vehicle types is authorised an automatic e-mail informing about the change.

In the cases where an authorisation has a validity term, the IT system shall send the relevant national safety authority an automatic e-mail informing about the forthcoming expiry date three (3) months before this date.

6. GLOSSARY

Term or abbreviation	Definition
Vehicle	Railway vehicle as defined in Article 2(c) of Directive 2008/57/EC
Type	Vehicle type as defined in Article 2(w) of Directive 2008/57/EC. Type must reflect the unit that has been subject of the conformity assessment and authorisation. This unit may be a single vehicle, a rake of vehicles or a trainset.
Version	Version of a type as covered by the type examination certificate
Manufacturer	Any natural or legal person who manufacturers a vehicle or has a vehicle designed or manufactured, and markets that vehicle under his name or trademark. The indication of manufacturer in ERATV is for reference only; it is without prejudice to the intellectual property rights, contractual responsibilities or civil liability.
Authorisation holder	Entity that applied for and received the authorisation of type of vehicle
Restriction	Any condition or limitation indicated in the authorisation of type of vehicle that applies to placing in service or use of any vehicle in conformity with this type. Restrictions do not include technical characteristics that are included in section 4 of Annex II (List and format of parameters).
Modification of authorisation	Decision taken by a national safety authority according to which certain conditions of an authorisation for a type of vehicle previously issued by this national safety authority need to be changed. Modification of authorisation may include, but is not limited to, restrictions, modification of validity date, renewal of authorisation after a change in the rules.
Suspension of authorisation	Decision taken by a national safety authority according to which an authorisation for a vehicle type is temporarily not valid and no vehicle may be authorised to be placed in service on the basis of its conformity to the given type, until the causes that motivated the suspension have not been analysed. Suspension of authorisation for a vehicle type does not apply to the vehicles already in service.
Reactivation of authorisation	Decision taken by a national safety authority according to which a suspension of authorisation it previously issued no longer applies.
Withdrawal of authorisation	Decision taken by a national safety authority according to which an authorisation for a vehicle type is no longer valid and no vehicle may be authorised to be placed in service on the basis of its conformity to the given type. Withdrawal of authorisation for a vehicle type does not apply to the vehicles already in service.
Error	Transmitted or published data that do not correspond to the given authorisation for type of vehicle. Modification of authorisation does not fall under this definition.

ANNESS II

DATA TO BE REGISTERED AND FORMAT

For each authorised type of vehicle ERATV shall include the following data:

— identification of the type,

— manufacturer,

— conformity with the TSIs,

— authorisations granted in different Member States, including general information about these authorisations, their status (active, suspended or withdrawn), list of parameters for which conformity with national rules has been checked,

— technical characteristics,

The data to be registered in ERATV for each type of vehicle and their format shall be as indicated below. The data to be registered depend on the category of the vehicle as indicated below.

The values indicated for the parameters related to the technical characteristics shall be those recorded in the technical documentation accompanying the type examination certificate.

In the cases where possible values for a parameter are limited to a predefined list, these lists shall be maintained and updated by the Agency.

For the types of vehicle that are not in conformity with all the relevant TSIs in force, the national safety authority that has granted the type authorisation may limit the information to be provided on the technical characteristics indicated in section 4 below to the parameters that have been checked according to the applicable rules.

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
0	**Identification of the type**	Heading (no data)				
0.1	TYPE ID	[number] XX-XXX-XXXX-X (according to Annex III)	Y	Y	Y	Y
0.2	Versions included in this type	[number] XXX + [character string] (according to Annex III)	Y	Y	Y	Y
0.3	Date of record in ERATV	[date] DD-MM-YYYY	Y	Y	Y	Y
1	**General information**	Heading (no data)				
1.1	Type name	[character string] (max 256 characters)	O	O	O	O
1.2	Alternative type name	[character string] (max 256 characters)	O	O	O	O
1.3	Manufacturer's name	[character string] (max 256 characters) Selection from a predefined list, possibility to add new manufacturers	Y	Y	Y	Y
1.4	Category	[character string] Selection from a predefined list (according to Annex III)	Y	Y	Y	Y

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
1.5	Subcategory	[character string] Selection from a predefined list (according to Annex III)	Y	Y	Y	Y
2	**Conformity with TSIs**	Heading (no data)				
2.1	Conformity with TSI	For each TSI: [character string] Y/N/Partial/Not applicable Selection from a predefined list of vehicle related TSIs (both in force and those that were previously in force) (multiple selection possible)	Y	Y	Y	Y
2.2	Reference of 'EC type examination certificates' (if module SB applied) and/or 'EC design examination certificates' (if module SH1 applied)	[character string] (possibility to indicate several certificates, e.g. certificate for rolling stock subsystem, certificate for CCS, etc.)	Y	Y	Y	Y
2.3	Applicable specific cases (specific cases conformity with which has been assessed)	[character string] Selection from a predefined list (multiple selection possible) based on TSIs (for each TSI marked as Y or P)	Y	Y	Y	Y
2.4	Sections of TSI not complied with	[character string] Selection from a predefined list (multiple selection possible) based on TSIs (for each TSI marked as P)	Y	Y	Y	Y
3	**Authorisations**	Heading (no data)				
3.1	Authorisation in	Heading (no data)				
3.1.1	Member State of authorisation	[character string] Selection from a predefined list Codes are those officially published and updated on the European website in the Interinstitutional style guide	Y	Y	Y	Y
3.1.2	Current status	Heading (no data)				
3.1.2.1	Status	[character string] + [date]Field automatically filled in by the system. Possible options: ActiveSuspended DD-MM-YYYY, Withdrawn DD-MM-YYYY, Expired DD-MM-YYYY	Y	Y	Y	Y
3.1.2.2	Validity of authorisation (if defined)	[date] DD-MM-YYYY	Y	Y	Y	Y
3.1.2.3	Coded restrictions	[character string] Code assigned by the Agency	Y	Y	Y	Y
3.1.2.4	Non-coded restrictions	[character string]	Y	Y	Y	Y
3.1.3	Historical	Heading (no data)				
3.1.3.1	Original authorisation	Heading (no data)	Y	Y	Y	Y

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
3.1.3.1.1	Date	[date] DD-MM-YYYY	Y	Y	Y	Y
3.1.3.1.2	Authorisation holder	[character string] (max 256 characters) Selection from a predefined list, possibility to add new organisations	Y	Y	Y	Y
3.1.3.1.3	Authorisation document reference	[character string] (EIN)	Y	Y	Y	Y
3.1.3.1.4	National certificate references (if applicable)	[character string]	Y	Y	Y	Y
3.1.3.1.5	Parameters for which conformity to applicable national rules has been assessed	[character string] Selection from a predefined list (multiple selection possible) based on Commission Decision 2009/965/EC	Y	Y	Y	Y
3.1.3.1.6	Comments	[character string] (max 1 024 characters)	O	O	O	O
3.1.3.X	Modification of authorisation	*Heading (no data) (X is progressive from 2 onwards, as many times as modifications of the authorisation of type have been issued)*	Y	Y	Y	Y
3.1.3.X.1	Type of modification	[character string] Text from a predefined list (modification, suspension, reactivation, withdrawal)	Y	Y	Y	Y
3.1.3.X.2	Date	[date] DD-MM-YYYY	Y	Y	Y	Y
3.1.3.X.3	Authorisation holder (if applicable)	[character string] (max 256 characters) Selection from a predefined list, possibility to add new organisations	Y	Y	Y	Y
3.1.3.X.4	Authorisation modification document reference	[character string]	Y	Y	Y	Y
3.1.3.X.5	National certificate references (if applicable)	[character string]	Y	Y	Y	Y
3.1.3.X.6	Applicable national rules (if applicable)	[character string] Selection from a predefined list (multiple selection possible) based on Commission Decision 2009/965/EC	Y	Y	Y	Y
3.1.3.X.7	Comments	[character string] (max 1 024 characters)	O	O	O	O
3.X	**Authorisation in**	*Heading (no data) (X is progressive incremented by one unit from 2 onwards each time an authorisation for this type has been granted (including the suspended and withdrawn ones)). This section contains same fields as 3.1*	Y	Y	Y	Y

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4	**Technical characteristics of the vehicle**	Heading (no data)				
4.1	General technical characteristics	Heading (no data)				
4.1.1	Number of driving cabs	[Number] 0/1/2	Y	Y	Y	Y
4.1.2	Speed	Heading (no data)				
4.1.2.1	Maximum design speed	[Number] km/h	Y	Y	Y	Y
4.1.2.2	Maximum speed when empty	[Number] km/h	N	N	Y	N
4.1.3	Wheel set gauge	[character string] Selection from predefined list	Y	Y	Y	Y
4.1.4	Conditions of use regarding train formation	[character string] Selection from a predefined list.	Y	Y	N	Y
4.1.5	Maximum number of trainsets or locomotives coupled together in multiple operation.	[number]	Y	N	N	N
4.1.6	Number of elements in the rake of freight wagons (only for subcategory 'rake of freight wagons')	[number]	N	N	Y	N
4.1.7	Letter marking	[character string] Selection from a predefined list (according to Annex P of OPE TSI)	N	N	Y	N
4.1.8	Type meets the requirements necessary for validity of the vehicle authorisation granted by one Member State in other Member States	[character string] Selection from a predefined list	Y	Y	Y	Y
4.1.9	Dangerous goods for which the vehicle is suitable (tank code)	[character string] Tank code	N	N	Y	N
4.1.10	Structural category	[character string] Selection from a predefined list	Y	Y	Y	Y
4.2	Vehicle kinematic gauge	Heading (no data)				
4.2.1	Vehicle kinematic gauge (interoperable gauge)	[character string] Selection from predefined list (more than one possible) (the list will be different for different categories depending on the applicable TSI)	Y	Y	Y	Y
4.2.2	Vehicle kinematic gauge (other gauges assessed using the kinematic method)	[character string] Selection from predefined list (more than one possible)	O	O	O	O
4.3	Environmental conditions	Heading (no data)				
4.3.1	Temperature range	[character string] Selection from a predefined list (more than one possible)	Y	Y	Y	Y

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.3.2	Altitude range	[character string] Selection from a predefined list	Y	Y	N	Y
4.3.3	Snow, ice and hail conditions	[character string] Selection from a predefined list	Y	Y	N	Y
4.3.4	Ballast pick up (for v≥ 190km/h vehicles only)	Open point	OP	OP	N	N
4.4	Fire safety	Heading (no data)				
4.4.1	Fire safety category	[character string] Selection from a predefined list	Y	Y	N	Y
4.5	Design mass and loads	Heading (no data)				
4.5.1	Permissible payload for different line categories	[number] t for line category [character string]	OP	OP	Y	OP
4.5.2	Design mass	Heading (no data)				
4.5.2.1	Design mass in working order	[number] kg	Y	Y	O	Y
4.5.2.2	Design mass under normal payload	[number] kg	Y	Y	O	Y
4.5.2.3	Design mass under exceptional payload	[number] kg	Y	Y	N	Y
4.5.3	Static axle load	Heading (no data)				
4.5.3.1	Static axle load in working order	[number] kg	Y	Y	O	Y
4.5.3.2	Static axle load under normal payload/-maximum payload for freight wagons	[number] kg	Y	Y	O	Y
4.5.3.3	Static axle load under exceptional payload	[number] kg	Y	Y	N	Y
4.5.4	Quasi-static guiding force (if exceeds the limit defined in TSI or not defined in the TSI)	[number] kN	Y	Y	N	Y
4.6	Rolling stock dynamic behaviour	Heading (no data)				
4.6.1	Cant deficiency (maximum uncompensated lateral acceleration) for which the vehicle has been assessed	[number] mm For dual gauge vehicles, values for each gauge shall be indicated	Y	Y	O	Y
4.6.2	Vehicle equipped with a cant deficiency compensation system ('tilting vehicle')	[Boolean] Y/N	Y	Y	Y	Y

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.6.3	In service limits of equivalent conicity (or worn wheel profile) for which the vehicle has been tested	Open point	OP	OP	OP	OP
4.7	Braking	Heading (no data)				
4.7.1	Maximum train deceleration	[number] m/s^2	Y	N	N	Y
4.7.2	Service braking	Heading (no data)				
4.7.2.1	Brake performance on steep gradients with normal payload	Heading (no data)				
4.7.2.1.1	Reference case of TSI	[character string] from a predefined list	Y	Y	Y	Y
4.7.2.1.2	Speed (if no reference case is indicated)	[number] km/h	Y	Y	Y	Y
4.7.2.1.3	Gradient (if no reference case is indicated)	[number] ‰ (mm/m)	Y	Y	Y	Y
4.7.2.1.4	Distance (if no reference case is indicated)	[number] km	Y	Y	Y	Y
4.7.2.1.5	Time (if distance is not indicated) (if no reference case is indicated)	[number] min	Y	Y	Y	Y
4.7.3	Parking brake	Heading (no data)				
4.7.3.1	All vehicles of this type must be equipped with a parking brake (parking brake mandatory for vehicles of this type)	[Boolean] Y/N	N	N	Y	Y
4.7.3.2	Parking brake type (if the vehicle is fitted with it)	[character string] from a predefined list	Y	Y	Y	Y
4.7.3.3	Maximum gradient on which the unit is kept immobilized by the parking brake alone (if the vehicle is fitted with it)	[number] ‰ (mm/m)	Y	Y	Y	Y
4.7.4	Braking systems fitted on the vehicle	Heading (no data)				
4.7.4.1	Eddy current brake	Heading (no data)				
4.7.4.1.1	Eddy current brake fitted	[Boolean] Y/N	Y	Y	N	Y
4.7.4.1.2	Possibility of preventing the use of the eddy current brake (only if fitted with eddy current brake)	[Boolean] Y/N	Y	Y	N	Y
4.7.4.2	Magnetic brake	Heading (no data)				
4.7.4.2.1	Magnetic brake fitted	[Boolean] Y/N	Y	Y	N	Y

	Parameter	Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.7.4.2.2	Possibility of preventing the use of the magnetic brake (only if fitted with magnetic brake)	[Boolean] Y/N	Y	Y	N	Y
4.7.4.3	Regenerative brake (only for vehicles with electrical traction)	Heading (no data)				
4.7.4.3.1	Regenerative brake fitted	[Boolean] Y/N	Y	N	N	Y
4.7.4.3.2	Possibility of preventing the use of the regenerative brake (only if fitted with regenerative brake)	[Boolean] Y/N	Y	N	N	Y
4.8	Geometrical characteristics	Heading (no data)				
4.8.1	Vehicle length	[number] m	Y	Y	Y	Y
4.8.2	Minimum in-service wheel diameter	[number] mm	Y	Y	Y	Y
4.8.3	Shunting restrictions	[Boolean] Y/N	N	N	Y	N
4.8.4	Minimum horizontal curve radius capability	[number] m	Y	Y	Y	Y
4.8.5	Minimum vertical convex curve radius capability	[number] m	O	O	O	O
4.8.6	Minimum vertical concave curve radius capability	[number] m	O	O	O	O
4.8.7	Height of loading platform (for flat wagons and combined transport)	[number] mm	N	N	Y	N
4.8.8	Suitability for transport on ferries	[Boolean] Y/N	Y	Y	Y	Y
4.9	Equipment	Heading (no data)				
4.9.1	Type of end coupling (indicating tensile and compressive forces)	[Character string] From a predefined list (multiple selection possible)	Y	Y	Y	Y
4.9.2	Axle bearing condition monitoring (hot axles box detection)	[Character string] From a predefined list (multiple selection possible)	Y	Y	Y	Y
4.9.3	Flange lubrication	Heading (no data)				
4.9.3.1	Flange lubrication fitted	[Boolean] Y/N	Y	Y	N	Y
4.9.3.2	Possibility of preventing the use of the lubrication device (only if fitted with flange lubrication)	[Boolean] Y/N	Y	N	N	Y
4.10	Energy supply	Heading (no data)				

	Parameter	Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.10.1	Energy supply system	[Character string] From a predefined list (multiple selection possible)	Y	Y	N	Y
4.10.2	Maximum power (to be indicated for each energy supply system the vehicle is equipped for)	[Number] kW for [energy supply system automatically prefilled in]	O	O	N	O
4.10.3	Maximum rated current from the catenary (to be indicated for each electrical energy supply system the vehicle is equipped for)	[Number] A for [Voltage automatically prefilled in]	Y	Y	N	Y
4.10.4	Maximum current at standstill per pantograph (to be indicated for each DC systems the vehicle is equipped for)	[Number] A for [Voltage automatically prefilled in]	Y	Y	N	Y
4.10.5	Height of interaction of pantograph with contact wires (over top of rail) (to be indicated for each energy supply system the vehicle is equipped for)	[Number] From [m] to [m] (with two decimals)	Y	Y	N	Y
4.10.6	Pantograph head (to be indicated for each energy supply system the vehicle is equipped for)	[Character string] for [energy supply system automatically prefilled in] From a predefined list (multiple selection possible)	Y	Y	N	Y
4.10.7	Number of pantographs in contact with the overhead contact line (OCL) (to be indicated for each energy supply system the vehicle is equipped for)	[Number]	Y	Y	N	Y
4.10.8	Shortest distance between two pantographs in contact with the OCL (to be indicated for each energy supply system the vehicle is equipped for; to be indicated for single and, if applicable, multiple operation) (only if number of raised pantographs is more than 1)	[Number] [m]	Y	Y	N	Y
4.10.9	Type of OCL used for the test of current collection performance (to be indicated for each energy supply system the vehicle is equipped for) (only if number of raised pantographs is more than 1)	[Character string] for [energy supply system automatically prefilled in] From a predefined list (multiple selection possible)	Y	N	N	Y

	Parameter	Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.10.10	Material of pantograph contact strip the vehicle may be equipped with (to be indicated for each energy supply system the vehicle is equipped for)	[Character string] for [energy supply system automatically prefilled in] From a predefined list (multiple selection possible)	Y	Y	N	Y
4.10.11	Automatic dropping device (ADD) fitted (to be indicated for each energy supply system the vehicle is equipped for)	[Boolean] Y/N	Y	Y	N	Y
4.10.12	TSI conform energy meter for billing purposes installed on board	[Boolean] Y/N	Y	Y	N	Y
4.11	Noise related characteristics	Heading (no data)				
4.11.1	Pass-by noise level (dB(A))	[Number] (dB(A))	O	O	O	O
4.11.2	Pass-by noise level was measured under reference conditions	[Boolean] Y/N	Y	Y	Y	Y
4.11.3	Stationary noise level (dB(A))	[Number] (dB(A))	O	O	O	O
4.11.4	Starting noise level (dB(A))	[Number] (dB(A))	O	N	N	O
4.12	Passenger related characteristics	Heading (no data)				
4.12.1	General passenger related characteristics	Heading (no data)				
4.12.1.1	Number of fixed seats	From [Number] to [Number]	O	O	N	N
4.12.1.2	Number of toilets	[Number]	O	O	N	N
4.12.1.3	Number of sleeping places	From [Number] to [Number]	O	O	N	N
4.12.2	PRM related characteristics	Heading (no data)				
4.12.2.1	Number of priority seats	From [Number] to [Number]	Y	Y	N	N
4.12.2.2	Number of wheelchair spaces	From [Number] to [Number]	Y	Y	N	N
4.12.2.3	Number of PRM accessible toilets	[Number]	Y	Y	N	N
4.12.2.4	Number of wheelchair accessible sleeping places	From [Number] to [Number]	Y	Y	N	N
4.12.3	Passenger access and egress	Heading (no data)				
4.12.3.1	Platform heights for which the vehicle is designed.	[Number] from predefined list (multiple selection possible)	Y	Y	N	N
4.12.3.2	Description of any integrated boarding aids (if provided)	[Character string] Selection from a predefined list (multiple selection possible)	Y	Y	N	N

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.12.3.3	Description of any portable boarding aids if considered in the design of the vehicle for meeting the PRM TSI requirements	[Character string] Selection from a predefined list (multiple selection possible)	Y	Y	N	N
4.13	On-board CCS equipment (for vehicles with a driving cab only)	Heading (no data)				
4.13.1	Signalling	Heading (no data)				
4.13.1.1	ETCS equipment on-board and its level	[Character string] From a predefined list	Y	Y	Y	Y
4.13.1.2	ETCS baseline.version (x.y). If the version is not fully compatible it shall be indicated in brackets	[Character string] From a predefined list	Y	Y	Y	Y
4.13.1.3	ETCS on-board equipment for reception of infill-function information via loop or GSM-R	[Character string] From a predefined list (more than one option possible)	Y	Y	Y	Y
4.13.1.4	ETCS national applications implemented (NID_XUSER of Packet 44)	[Number] From a predefined list according to the List of ETCS Variables (more than one option possible)	Y	Y	Y	Y
4.13.1.5	Class B or other train protection, control and warning systems installed (system and, if applicable, version)	[Character string] From a predefined list (more than one option possible)	Y	Y	Y	Y
4.13.1.6	Special conditions implemented on-board to switch over between different train protection, control and warning systems.	[Character string] From combination of systems installed on board ('System XX'/'System YY') (more than one option possible)	Y	Y	Y	Y
4.13.2	Radio	Heading (no data)				
4.13.2.1	GSM-R equipment on board and its version (FRS and SRS)	[Character string] From a predefined list	Y	Y	Y	Y
4.13.2.2	Number of GSM-R mobile sets in driving cab for data transmission	[Number]: 0, 1, 2 or 3	Y	Y	Y	Y
4.13.2.3	Class B or other radio systems installed (system and, if applicable, version)	[Character string] From a predefined list (more than one option possible)	Y	Y	Y	Y
4.13.2.4	Special conditions implemented on-board to switch over between different radio systems.	[Character string] From combination of systems installed on board ('System XX'/'System YY') (more than one option possible)	Y	Y	Y	Y

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.14	Compatibility with train detection systems	Heading (no data)				
4.14.1	Type of train detection systems for which the vehicle has been designed and assessed	[Character string] From a predefined list (more than one option possible)	Y	Y	Y	Y
4.14.2	Detailed vehicle characteristics related to compatibility with train detection systems	Heading (no data)	Y	Y	Y	Y
4.14.2.1	Maximum distance between consecutive axles	[Number] mm	Y	Y	Y	Y
4.14.2.2	Minimum distance between consecutive axles	[Number] mm	Y	Y	Y	Y
4.14.2.3	Distance between the first and the last axle	[Number] mm	Y	Y	Y	Y
4.14.2.4	Maximum length of the vehicle nose	[Number] mm	Y	Y	Y	Y
4.14.2.5	Minimum wheel rim width	[Number] mm	Y	Y	Y	Y
4.14.2.6	Minimum wheel diameter	[Number] mm	Y	Y	Y	Y
4.14.2.7	Minimum flange thickness	[Number] mm	Y	Y	Y	Y
4.14.2.8	Minimum flange height	[Number] mm	Y	Y	Y	Y
4.14.2.9	Maximum flange height	[Number] mm	Y	Y	Y	Y
4.14.2.10	Minimum axle load	[Number] t	Y	Y	Y	Y
4.14.2.11	Metal and inductive components-free space between wheels	Open point	OP	OP	OP	OP
4.14.2.12	Wheel material is ferromagnetic	[Boolean] Y/N	Y	Y	Y	Y
4.14.2.13	Maximum sanding output	[Number] g per [Number] s	Y	N	N	Y
4.14.2.14	Possibility of preventing the use of sanding	Y/N	Y	N	N	Y
4.14.2.15	Vehicle metal mass	Open point	OP	OP	OP	OP
4.14.2.16	Maximum impedance between opposite wheels of a wheelset	[Number] Ω	Y	Y	Y	Y
4.14.2.17	Minimum vehicle impedance (between wheels and pantograph) (only for vehicles equipped for 1 500 V or 3 000 V DC)	[Number] Ω for [Number] Hz (more than one line is possible)	Y	N	N	Y

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)			
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles
4.14.2.18	Electromagnetic interferences caused by return current in the rails	Open point	OP	OP	OP	OP
4.14.2.19	Electromagnetic emission of the train with respect to compatibility with train detection systems	Open point	OP	OP	OP	OP

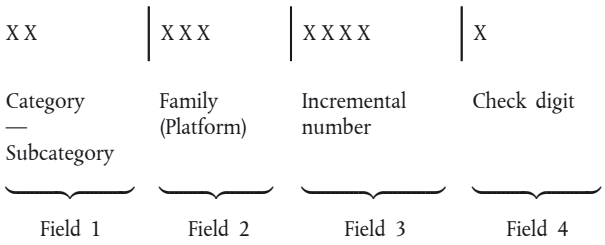
Notes:

1. Where a parameter is defined in the applicable TSI, the value indicated for the parameter shall be the one assessed in the verification procedure.
2. Predefined lists shall be maintained and kept updated by the Agency in accordance with the TSIs in force, including the TSIs that may be applied during a transitional period.
3. For parameters indicated as 'open point' no data shall be introduced until the 'open point' is not closed in the relevant TSI.
4. For parameters indicated as 'optional', indication of data shall be subject to the decision of the applicant for the type authorisation.
5. Fields 0.1-0.3 shall be filled in by the Agency

ANNESS III

STRUCTURE OF TYPE NUMBER

Each type of vehicle shall receive a number consisting of 10 digits with the following structure:



Where

Field 1 (digits 1 and 2) is assigned according to category and subcategory of the vehicle type in accordance with the following table:

Code	Category	Subcategory
11	Traction vehicles	Locomotive
12		Reserved
13		Self-propelled passenger trainset (incl. railbuses)
14		Reserved
15		Self-propelled freight trainset
16		Reserved
17		Shunter
18		Reserved
19		Other (tramways, light rail vehicles, etc.)
31	Hauled passenger vehicles	Passenger coach (incl. sleeping cars, restaurant, etc.)
32		Reserved
33		Van
34		Reserved
35		Car carrier
36		Reserved
37		Vehicle for services (e.g. kitchen)
38		Reserved
39		Fixed rake of coaches
40		Reserved
41		Other
42-49		Reserved

Code	Category	Subcategory
51	Freight wagons (hauled)	Freight wagon
52		Reserved
53		Fixed rake of freight wagons
54-59		Reserved
71	Special vehicles	Self-propelled special vehicle
72		Reserved
73		Hauled special vehicle
74-79		Reserved

Field 2 (digits from 3 to 5) is assigned according to the family to which the type of vehicle belongs. For new families (i.e. families not yet registered in ERATV) digits are progressively incremented by one unit each time an application for registration of a vehicle type belonging to a new family is received by the Agency.

Field 3 (digits from 6 to 9) is a progressive number incremented by one unit each time an application for registration of a vehicle type belonging to a given family is received by the Agency.

Field 4 (digit 10) is a check digit determined in the following manner (Luhn algorithm or modulus 10):

— the digits in the even positions of the basic number (fields from 1 to 9 counting from the right) are taken at their own decimal value,

— the digits in the odd positions of the basic number (counting from the right) are multiplied by 2,

— the sum formed by the digits in even position and by all the digits which constitute the partial products obtained from the odd positions is then established,

— the units digit of this sum is retained,

— the complement required to bring the units digit to 10 forms the check-digit; should this units digit be nought, then the check-digit will also be nought,

Examples of determining the check digit

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

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

The units digit of this sum is 2.

The check-digit number will therefore be 8 and the basic number thus becomes the registration number 33 844 7961 – 8.

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

Sum: 6 + 1 + 1 + 0 + 1 + 6 + 3 + 4 + 0 + 8 = 30

The units digit of this sum is 0.

The check-digit number will therefore be 0 and the basic number thus becomes the registration number 31 513 3204 – 0.

If the type examination certificate or design examination certificate covers more than one version of the vehicle type, each of these versions shall be identified by an incremental three digit-number.