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EVR GUIDELINES – application guide

Document ID: 013PPS1131-01

Released by European Union Agency for railways

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These guidelines provide explanations to facilitate the implementation and usage of the annex II of Commission Implementing Decision 2018/1614.

These guidelines are publicly available and will be kept updated.

The reader should refer to the website of the European Union Agency for railways for information about their latest available edition.

Document History

<i>Version</i>	<i>Date</i>	<i>Comments</i>
1.0	08.02.2019	First draft presented to the Taskforce
2.0	18.03.2019	Updates based on comments received during the 2 nd EVR G TF meeting
3.0	12.06.2019	Updates based on received comments and previous EVR G TF meetings
4.0	30.10.2019	Updates based on previous EVR G TF 4 th meeting
5.0	14.02.2020	Section 4. Organisation codes updated
5.1	02.03.2020	New sections 4.3, 8 and 9. Minor changes through the text.
6.0	28.05.2020	Additions to section 6.14
7.0	24.06.2020	Updates to Table 3. Roles and responsibilities
8.0	11.12.2020	Updated chapter 4. Draft version published to ERA website.

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1. Introduction

1.1. Scope and field of Application

These guidelines provide information on the application of “*Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC*”. This decision will be referred to in the present document as the "EVR Decision".

These guidelines do not contain any legally binding advice. They may serve as a clarification tool without dictating, in any way, compulsory procedures to be followed; and without establishing any legally binding practice. The guidelines provide explanations on the provisions contained in the EVR Decision, should be helpful in daily work, and provide a practical perspective for the registration of vehicles.

These guidelines should be read and used only in conjunction with the EVR Decision in order to facilitate its application, but they do not substitute for it.

These guidelines represent a developed collection of ideas and information gathered by the European Union Agency for Railways (ERA) during internal meetings and within the EVR Guidelines taskforce.

When necessary, ERA will review and update these guidelines to reflect the practice and possible return of experience of the application of the EVR Decision. As it is not possible to give a timetable for this revision process at the time of writing, the reader should refer to the ERA website for information about the latest available edition of these guidelines.

1.2. Outside the Scope

Registration of a vehicle (article 22 of Directive (EU) 2016/797) should not be confused with vehicle authorisation for placing on the market (article 21 of Directive (EU) 2016/797). The latter is not within the scope of these guidelines.

These guidelines do not explain how to use the IT applications that support the EVR as this is covered by the User Manuals.

1.3. Target Audience

These guidelines are addressed to all the actors concerned with the EVR Decision and particularly to both REs, and to the keepers in their role as applicants for vehicle registration (article 22(1) of Directive (EU) 2016/797).

1.4. References

Table 1: References

<i>[N°]</i>	<i>Title</i>	<i>Reference</i>
[R1]	Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union.	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32016L0797
[R2]	Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004.	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32016R0796

<i>[N°]</i>	<i>Title</i>	<i>Reference</i>
[R3]	Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC. (“EVR Decision”)	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32018D1614
[R4]	Decision 2007/756/EC. (“NVR Decision”)	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32007D0756
[R5]	Decision 2011/665/EU as amended by Commission Implementing Regulation (EU) 2019/776 (“ERATV Decision”)	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32011D0665 https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R0776
[R6]	TAP TSI Technical document B.7	https://www.era.europa.eu/filebrowser/download/412_en
[R7]	Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32016L0798
[R8]	Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation)	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32016R0679
[R9]	Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC	https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32018R1725

1.5. Glossary

Table 2: Glossary

<i>Acronym/Abbreviation</i>	<i>Definition</i>
Agency	European Union Agency for Railways established by the Regulation (EU) 2016/796 of the European Parliament and of the Council

<i>Acronym/Abbreviation</i>	<i>Definition</i>
Applicant	A natural or legal person requesting an authorisation for placing a vehicle on the market
Area of use of a vehicle	A network or networks within a Member State or a group of Member States in which a vehicle is intended to be used, as referred to in Article 2 of Directive (EU) 2016/797
ARS function	Application, Registration and data Storage functions
ATMF	Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF – Appendix G to COTIF)
Authorising entity	Entity (NSA or the Agency) that authorised the vehicle for placing on the market
Authorisation	Authorisation for placing on the market
C-ARS function	Application, Registration and data Storage (ARS) function (centralised)
COTIF	Convention concerning International Carriage by Rail
D-ARS function	Application, Registration and data Storage (ARS) function (decentralised)
DSC function	Data Search and Consultation function
ECM	Entity in Charge of Maintenance
ECVVR	European Centralised Virtual Vehicle Register, as defined in Decision 2007/756/EC
EIN	European identification number
EVN	European vehicle number
EVR	European Vehicle Register, as referred to in Article 47 of Directive (EU) 2016/797
ERA	European Union Agency for railways. See above “Agency”
ERATV	European Register of Authorised Types of Vehicles, as referred to in Article 48 of Directive (EU) 2016/797
GDPR	Regulation (EU) 2016/679
IM	Infrastructure Manager
ISO	International Organisation for Standardisation
IT	Information Technology
NSA	National Safety Authority
NVR	National vehicle register referred to in Article 47 of Directive (EU) 2016/797
OPE TSI	Technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union
OTIF	Intergovernmental Organisation for International Carriage by Rail

<i>Acronym/Abbreviation</i>	<i>Definition</i>
RDA function	Reference Data Administration function
RE	Registration Entity, which is the body designated by each Member State in accordance with Decision (EU) 2018/1614
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
RU	Railway Undertaking
TAF (TSI)	Telematics Applications for Freight (TSI)
TAP (TSI)	Telematics Applications for Passengers (TSI)
TSI	Technical Specification for Interoperability
UCA function	User Creation and Administration function
VKM	Vehicle Keeper Marking
VKMR	Vehicle Keeper Marking Register
VVR	Virtual Vehicle Register, as defined in Decision 2007/756/EC

2. Overview of EVR

2.1. EVR Architecture

As stated in the EVR Decision, the EVR architecture contains the following functions:

- Data search and consultation function (DSC function): This function ensures that the data included in all the Member State's Vehicle Registers can be searched by users who have the appropriate access permissions. This will provide similar functionality as is presently available in the VVR.
- User creation and administration function (UCA function): This function comprises of the user management and administration elements of the EVR which will ensure that both the user logins details, personal details and the user permissions can be managed in a single function. This is a central function in EVR, therefore users are managed centrally by the relevant Registration Entity.
- Reference data administration function (RDA function): This function will be used to ensure that the reference data such as the coded restrictions and organisations are centrally stored. Organisations data are managed via the system for the allocation of organisations' codes, which is described in *4.1 Procedure for the allocation of organisation codes*.
- Application, registration and data storage functions (ARS functions), which is further split into:
 - centralised ARS function (C-ARS)
 - de-centralised ARS functions (D-ARS)

The ARS functions are for the application and registration of the vehicles. All ARS functions will use a standard e-form (with the addition of the additional fields for each specific MS) for all applications to create new registrations, or update existing registrations. The C-ARS function will also include the storage of applications and registration data centrally in ERA, while the D-ARS function are implemented and kept locally in each MS.

2.2. Actors roles and responsibilities

The actors in the process of the registration of a vehicle are the keeper (in its role as applicant for vehicle registration) and the RE.

The actors in the process of updating the data of a registered vehicle are the keeper (in its role as applicant for vehicle registration) and the RE.

The roles and responsibilities in keeping the EVR operational and for the accuracy of the data in it are as follows:

Table 3: Roles and responsibilities

<i>Actor</i>	<i>Roles and responsibilities</i>
Keeper	<p>Submit the applications for vehicle registration (EVR Decision, Article 6(1))</p> <p>Declare any modification to the data entered in EVR (Directive (EU) 2016/797, Article 47(6))</p> <p>Ensure that redundant registration of vehicles are withdrawn (EVR Decision, Article 3)</p>
Applicant (for vehicle authorisation)	<p>Apply for the reservation of a vehicle number or range of vehicle numbers (EVR Decision, Annex II, 3.2.1(1))</p>
RE	<p>Processing vehicle registrations and updating data in EVR (EVR Decision, Article 5(1)) following an application for registration submitted by a keeper (EVR Decision, Article 6(1))</p> <p>Take reasonable steps to ensure the accuracy of the data registered in EVR (EVR Decision, Article 6(2))</p> <p>Assign European Vehicle Numbers (EVR Decision, Annex II, 3.2.1(3))</p> <p>Offer procedures for the pre-reservation of a vehicle number or range of vehicle numbers (EVR Decision, Annex II, 3.2.1(1))</p> <p>Granting and managing access rights EVR after assessing a request for accessing EVR (EVR Decision, Annex II, 2.1.2 and 3.3.1)</p> <p>Cooperating and exchanging data with other REs (EVR Decision, Article 5(2))</p> <p>Publish the list of supporting documents required for each registration case (EVR Decision, Annex II, 3.2.1(13))</p> <p>Publish the list of required additional fields to be provided in the registration application (EVR Decision, Annex II, 3.2.1(14))</p> <p>Register the data in EVR within 20 working days of the receipt of a complete application (EVR Decision, Annex II, 3.2.1(16))</p> <p>Suspend a registration at the request of either the Agency or a concerned NSA (EVR Decision, Annex II, 3.2.1 (10) and Directive (EU) 2016/797, Article 26)</p> <p>Ensure that the organisations' data is recorded and kept up-to-date in the reference data with an allocated organisation code following an application for registration (EVR Decision, Annex II, 3.4.1)</p> <p>Manage, with the ERA, the common reference data (EVR Decision, Annex II, 2.1.3 and 3.4)</p>

<i>Actor</i>	<i>Roles and responsibilities</i>
Member State	<p>Member States to publish and keep up to date guidelines describing the language policy including communication provisions (EVR Decision, Annex II, 5.)</p> <p>Member States to ensure, together with the Agency, the compatibility and communication between the decentralised and the centralised functions of EVR (EVR Decision, Article 7(5) and Annex II, 2.1.4)</p>
ERA	<p>Setup and maintain the EVR (EVR Decision, Article 7(1))</p> <p>Define and make available the specifications for the implementation of the interfaces with the de-centralised registration function (D-ARS) (EVR Decision, Article 8(3))</p> <p>Keep up to date and available, in collaboration with the REs, the relevant reference data (EVR Decision Annex II, 2.1.3 and 3.4)</p> <p>Keep up to date and publish the list of harmonised restriction codes (EVR Decision, Annex II, Appendix 1, 3.1)</p> <p>Set out the structure and content of the European Identification Number (EIN) on a technical document and publish it (EVR Decision Annex II, Appendix 2)</p> <p>Ensure, together with the Member States, the compatibility and communication between the decentralised and the centralised functions of EVR (EVR Decision, Article 7(5) and Annex II, 2.1.4)</p> <p>Establish a change control management process for the EVR (EVR Decision, Annex II, 2.5)</p> <p>Define, in cooperation with the NSAs, the procedure for recognising the access of other legitimate users to EVR (EVR Decision, Annex II, 3.3.2)</p> <p>Assign organisation codes to organisations (EVR Decision, Annex II, 3.4.1 and 3.4.2.1)</p> <p>Publish and keep up-to-date the procedure for the creation and allocation of organisation codes (EVR Decision, Annex II, 3.4.2.3)</p> <p>Publish the list of organisation codes (EVR Decision, Annex II, 3.4.2.4)</p> <p>Publish and keep up-to-date these EVR Guidelines (EVR Decision, Annex II, 5.)</p> <p>Keep up-to-date and publically available the VKM register (Regulation (EU) 2016/796, Article 37, 3(m) and EVR Decision, Annex II, Appendix 6, Part 1)</p> <p>Manage and publish the Appendix 6 parts 9, 10, 11, 12 and 13 (EVR Decision, Annex II, Appendix 6, Part 9, 10, 11, 12 and 13)</p> <p>Request the RE to suspend a registration of a vehicle (EVR Decision, Annex II, 3.2.1 (10) and Directive (EU) 2016/797, Article 26)</p>
NSA	<p>Request the RE to suspend a registration of a vehicle authorised to circulate on its Member State (EVR Decision, Annex II, 3.2.1 (10) and Directive (EU) 2016/797, Article 26)</p>

3. Users and Access Rights

3.1. Introduction

The EVR Decision, on its Annex II, 3.3, defines the management of users. Each user account created to access EVR has different access rights assigned, depending on the kind of Entity(ies) they belong to.

Any user account will need to be assigned to one or more of the roles that the user entity has. These possible roles are:

- Registration Entity
- NSA
- Agency (ERA)
- Keeper
- ECM
- Owner
- Railway Undertaking
- Infrastructure Manager
- Investigating body
- EC declaration of verification issuing body (the applicant)
- Other legitimate user

The access rights for each of these entities' roles are defined on the Annex II, table 2 of the EVR Decision.

If a role is disassociated from an entity, all its dependant users will lose this role.

REs will grant and maintain access rights. Therefore, requests for user accounts shall be addressed to the RE where the person or organisation is located¹. The REs should give access rights in accordance with EVR Decision Annex II, 3.3.2.

ERA does not participate in granting and maintaining user rights, except for granting access to EVR to the first user of each RE. This first RE user then has the responsibility to create all other users that the RE may need.

Users' accounts are per person and can be associated with multiple organisations (see 3.2.3).

User's account remain personal and are not to be shared. No account should be shared across an organisation.

User's accounts are managed by the RE that created them; permissions will be managed by the RE assigning them.

Regarding the users associated with a keeper entity, it will be possible to distinguish which of these users has the rights to act as applicant for vehicle registration. Therefore, the keeper shall inform the RE, when requesting a user account, if this user should have the rights to submit applications for vehicle registration.

User's account are created and managed centrally in EVR and are valid throughout the system.

3.2. Request of an user account

A user account will need to be requested through the UCA function of the EVR (hereafter called "the system"), and this request will be fulfilled by the Registration Entity (RE) using the system.

3.2.1. User request

Firstly, the user must fill in the organisation code. If the user does not know the organisation code they can search for the organisation. If they cannot find the organisation they will need to exit the process and have their organisation added to the organisation reference data set by following the procedure in 4.1 *Procedure for the allocation of organisation codes*.

¹ According to the EVR Decision, Annex II, 3.3.1

The system will then return (from the organisation reference data) the associated organisation's details for the given organisation code. The organisation's details for that organisation code, as they are in the reference data, are included, unchanged, in the user's account application form.

Following this, the new user requesting the user account will provide their own details including:

- First name
- Family name
- Email address

The new user will then choose one or more roles (with its corresponding access rights presented above) for their work representing their given organisation.

The new user will then submit the request. The RE of the MS of the user's organisation's country code will be notified of the request for a new user account. Only in cases where the user's organisation's address is not in a Member State with a RE (or it is outside of the EU), will the new user be able to choose which RE to send the request to.

3.2.2. *User account validation and creation by the RE*

The RE will receive and review the request and check the acceptability of the user according to their own internal rules. Their next action will be to check if the roles requested are appropriate for this organisation according to the Entities' Roles in the EVR Decision, Annex II, Table 2.

The RE will then create the EVR user account within the system (including a suitable user name) and assign the user's entity roles (with its access rights).

After creation of the user account, the following messages will be sent:

- To the new User, indicating their access rights and associated organisation details.
- To the new User, indicating a link to setup their password.
- To the Organisation's email address stating the newly created user's name and roles assigned.

3.2.3. *User accounts with permissions for multiple organisations*

Users' accounts are per person and can be associated with multiple organisations. Each user account may contain different sets of permissions for each organisation the user represents.

3.3. **Fleet managers**

The entity role of "Fleet managers", defined as an entity "*managing vehicles as appointed by the keeper*" does not exist anymore in table of access rights for the EVR.

Therefore, there is no possibility to create this type of users. It is the responsibility of the keeper to manage these users internally.

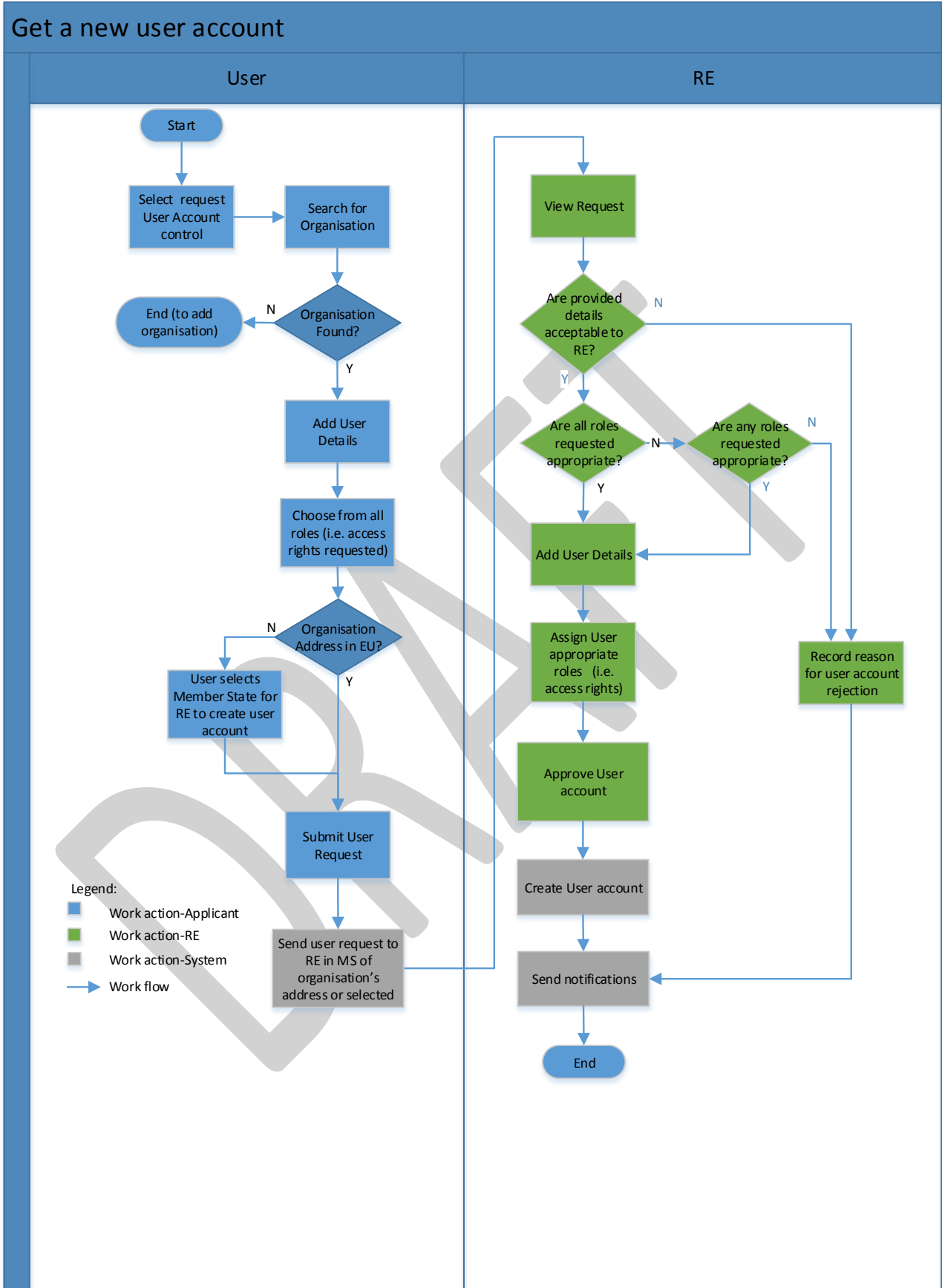


Figure 1: Request new user account

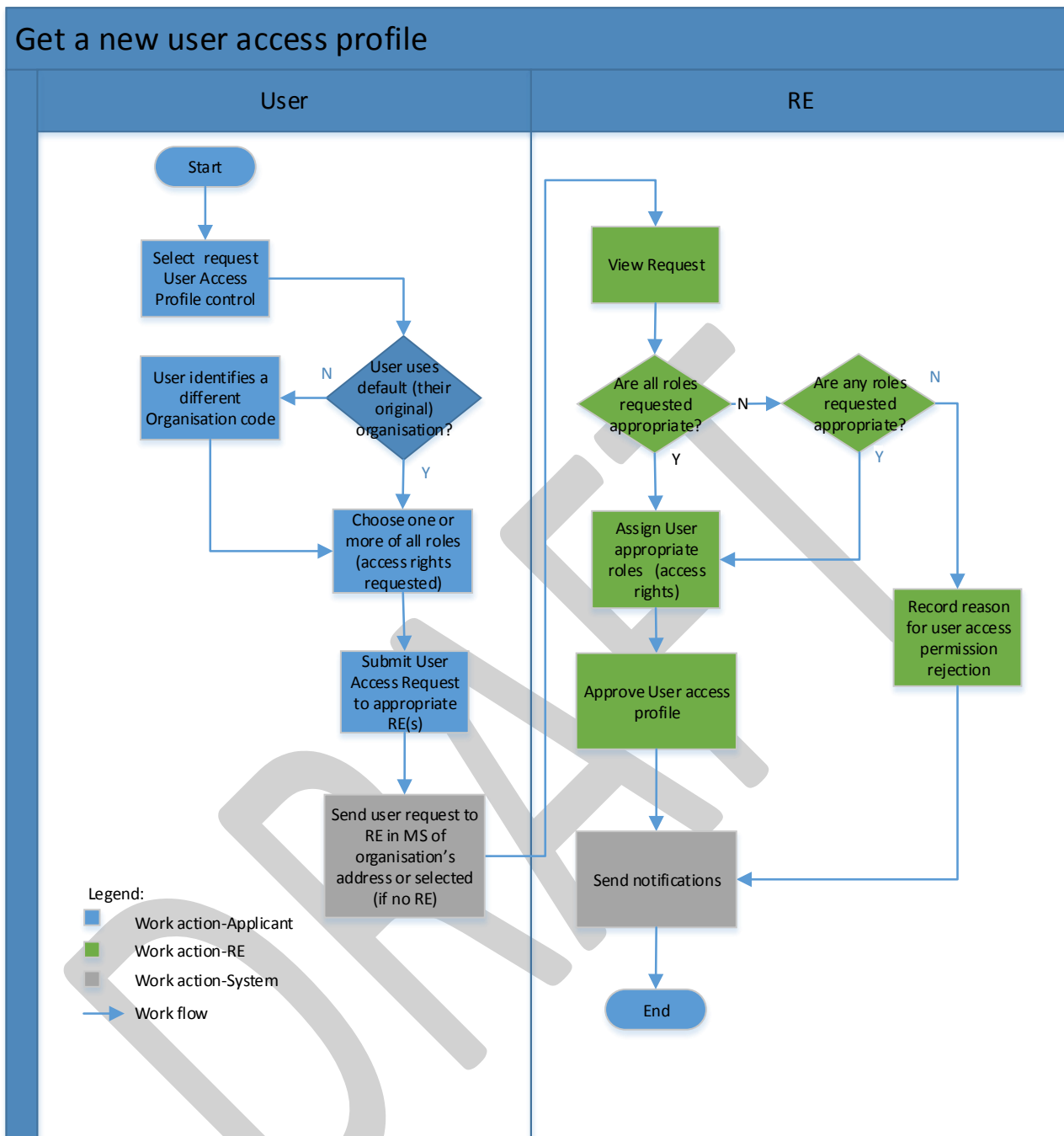


Figure 2: Request new permissions

4. Organisation codes

4.1. Procedure for the allocation of organisation codes

The procedure for the creation and allocation of Organisation Codes is published on the ERA Website with Document ID: 013PPS1131-04.

4.2. Organisation codes - Reserved ranges

The ranges allocated only to companies under scope of TAP and TAF TSI, as indicated in the EVR Decision, Annex II, 3.4.2.3, are:

- › numeric code range of 0000-9999 is reserved for companies subject to TAF/TAP message exchange;
- › numeric code range of 0000-9999 is reserved for companies subject with business relationships with companies belonging to OSJD;
- › Codes “E***” (the * presents any alphanumeric character): range that will be used in case of synchronisation problems with the shared database of codes as defined in TAP and TAF regulation;
- › Codes “U***” (the * presents any alphanumeric character): range which cannot be allocated for the time being. The letter “U” is used in TAP TSI ticketing as indicator.
- › Codes “X***” (the * presents any alphanumeric character): range which cannot be allocated for the time being. The letter “X” is used in TAP TSI preliminary company codes.

4.3. Organisation codes are required in the EVR

Organisation codes are required for all actors in the EVR². Whether referenced in a vehicle registration or associated with a user who requires access to the EVR system, it will be required to have an Organisation Code allocated.

5. Vehicles to be registered in EVR

5.1. Scope

The scope of the EVR Decision is the Union rail system, as defined on Article 2(1) of Directive (EU) 2016/797.

All vehicles shall be registered in EVR before being used on the Union rail system, as requested on Article 22 of Directive (EU) 2016/797. Only one valid registration per vehicle shall exist in EVR, as stated in the EVR Decision, Annex II, 3.2.1(2).

Vehicles are defined on Article 2(3) of Directive (EU) 2016/797 as “*a railway vehicle suitable for circulation on wheels on railway lines, with or without traction; a vehicle is composed of one or more structural and functional subsystems*”.

Additionally, the Annex I of Directive (EU) 2016/797 defines Union vehicles as comprising all vehicles likely to travel on all or part of the Union’s network:

- locomotives and passenger rolling stock, including thermal or electric traction units, self-propelling thermal or electric passenger trains, and passenger coaches;
- freight wagons, including low-deck vehicles designed for the entire network and vehicles designed to carry lorries;
- special vehicles, such as on-track machines.

This list of vehicles shall include those which are specially designed to operate on the different types of high-speed lines:

- (a) specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h;
- (b) specially upgraded high-speed lines equipped for speeds of the order of 200 km/h;
- (c) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, to which the speed must be adapted in each case. This category includes

² with the exception, for the purpose of vehicle registration, of those organisations referenced in the EVR solely as “‘EC’ Declaration of verification issuing body (the applicant)” (parameter 6.3 of table 1 of annex II of the EVR Decision

interconnecting lines between high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at conventional speed by 'high-speed' rolling stock;

Regarding vehicles from third countries operated on the Union rail network, see section 5.4.

5.2. Unique registration

Every vehicle shall have only one valid registration existing in EVR.

The keeper, as applicant for vehicle registration, may decide in which Member State, within the area of use of the vehicle's authorisation for placing on the market, to register the vehicle. As a general comment, the nationality of a keeper has nothing to do with where the vehicle is registered. There is no link between these two subjects.

If a vehicle receives an extension of its area of use, or any other modification of its recorded data in EVR occurs, its registration needs to be updated accordingly. It is the duty of the keeper to immediately declare any modifications to its vehicle registrations³.

A vehicle without a valid registration may not be operated.

5.3. Machines (On-Track Machines (OTMs), Rail-road machines, etc.)

Based on the definition of vehicle in 5.1, any OTM or any other kind of machine that runs on the Union's network, should be considered a vehicle.

In this case it has to be registered in the EVR and has to be assigned a European Vehicle Number (EVN) according to the EVR Decision, Annex II, 3.2.1(3). In case the vehicle being registered received a reserved vehicle number that number shall be used becoming the EVN of the registered vehicle.

If such a machine does not run on its own wheels on the Union's network, it should not be considered as a vehicle in the sense of the Directive (EU) 2016/797. In this case no registration in the EVR and no assignation of EVN are necessary. This is the case of machines that work on lines that are temporarily closed for operation (such lines should not be considered as a railway line but as a work site) and go from one working site to the other by road or on a flat wagon.

5.4. Vehicles from third countries

Vehicles coming from third countries shall:

- be registered in the EVR if:
 - they are registered in a vehicle register **not** in conformity with the EVR Decision. In this case, they shall be registered on the first Member state when the vehicle is intended to be operated on the Union rail system.
- **not** be registered in the EVR if:
 - they are registered on a vehicle register **in conformity** with the EVR Decision (and an international agreement to which the European Union is party provides for, i.e. OTIF).
 - they were placed in service for the first time in a third country and intended to be used inside the Union as part of the common **1 520 mm** rail system wagons fleet. However, in accordance

³ according to Directive (EU) 2016/797, Article 47(6).

with Article 47(7) of Directive (EU) 2016/797, it shall be possible to retrieve information on the keeper of the vehicle concerned, the entity in charge of its maintenance and the restrictions on how the vehicle may be used.

5.5. Migration from ECVVR (NVRs) to EVR

Vehicles already registered in ECVVR shall be migrated to EVR, according to the procedure for migration defined on the EVR Decision, Annex II, 4.2:

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

Existing vehicles shall be registered only by one of the following Member States:

- a. the Member State where they were first authorised for placing in service in accordance with Articles 21 to 26 of Directive 2008/57/EC;
- b. the Member State where they were registered after they have been authorised in accordance with Articles 21 and 25 of Directive (EU) 2016/797;
- c. in the case of registrations transferred to the NVR of another Member State, by such Member State.

The vehicle registrations already existing in ECVVR will be migrated as they are. Only when an existing vehicle registration is modified will the list of parameters of Decision (EU) 2018/1614, Annex II, Table 1 be applied.

5.6. Deadlines for the registration of a vehicle

The Registration Entity, upon reception of a complete application for a vehicle registration submitted by a keeper, shall, within **20 working days** either:

- Register the vehicle in the EVR
- or
- request a correction or clarification to the keeper that submitted the application.

5.7. Application for vehicle registration

5.7.1. Creation of an application for Vehicle Registration (new or update of existing one)

The logged-in Keeper first decides in which Member State they would like to make the application:

- If the Keeper chose to use a MS with a C-ARS function, they continue with this process within the C-ARS function.
- If the chosen MS is using a system with a de-centralized ARS function (D-ARS), the keeper is transferred to the chosen MS decentralised ARS function (D-ARS system), and once they access the D-ARS system, they will continue with this process.

Following this, the Keeper selects appropriate registration case for this application:

1. New registration
2. Update of registration
3. Change of Keeper

4. Change of ECM
5. Change of Owner
6. Update of organisation data
7. Suspension
8. Reactivation
9. Withdrawal
10. Change of EVN following technical modifications
11. Change of EVN and registering MS; this option requires to select in addition either the registration case “new registration” or “Withdrawal”.

For an update to an existing vehicle registration (registration cases 2. to 11.), the Keeper needs to provide an existing EVN, but for a new application for vehicle registration (registration case 1.), the Keeper then needs to either:

- a. specify the vehicle numbers to be included in the application (if they were previously reserved):
 - i. manually specified by the Keeper, or by
 - ii. choosing from a list of reserved numbers
- b. generate new vehicle numbers by using the Vehicle Number wizard, providing all required information to the wizard for the creation of the vehicle number (EVR Decision, Annex II, Appendix 6)

Following this, the applicant completes or modifies the data in the e-form. Any input or modification of organisation will trigger a search against the reference data, to ensure that no duplicates are introduced.

The Keeper then submits the application, after confirming that all the information in the application, and therefore the future registration, is correct and up to date.

The system will do all pre-checks of the application and if the validation of the application is successful, it will be submitted to the RE for validation (and the timer of 20 working days is started).

5.7.2. *Processing of the received application by the RE*

The RE receives a notification of the submission of an application and they proceed to view the application.

All needed validations (by taking the reasonable steps to ensure the accuracy of the data) are realised by the RE (outside of the system).

Once the RE has decided whether or not to accept the application, they input this decision into the EVR:

- If the decision is negative, the RE should request a clarification and this request is sent to the Keeper. The keeper will need to make any corrections to the application and once ready, submit it again to the RE. The timer of 20 working days is stopped once the RE requests a clarification. The timer will start from 20 working days, once the Keeper submits again the modified application.
- If the application is accepted, the vehicle registration is created/updated accordingly in the system. The registration is confirmed by the RE and published by the system, and it becomes available for the Data search and consultation function (DSC). The timer of 20 working days is stopped. In case there is new organisation data (modification of existing organisation(s)), then the RE requests an update to the Organisation reference data accordingly.

5.7.3. *Shared access to applications for vehicle number reservations and vehicle registration*

Users with the keeper (applicant for vehicle registration) or applicant (for vehicle number reservation) role will be able to see all applications for vehicle number reservations for the organisation these roles are associated.

DRAFT

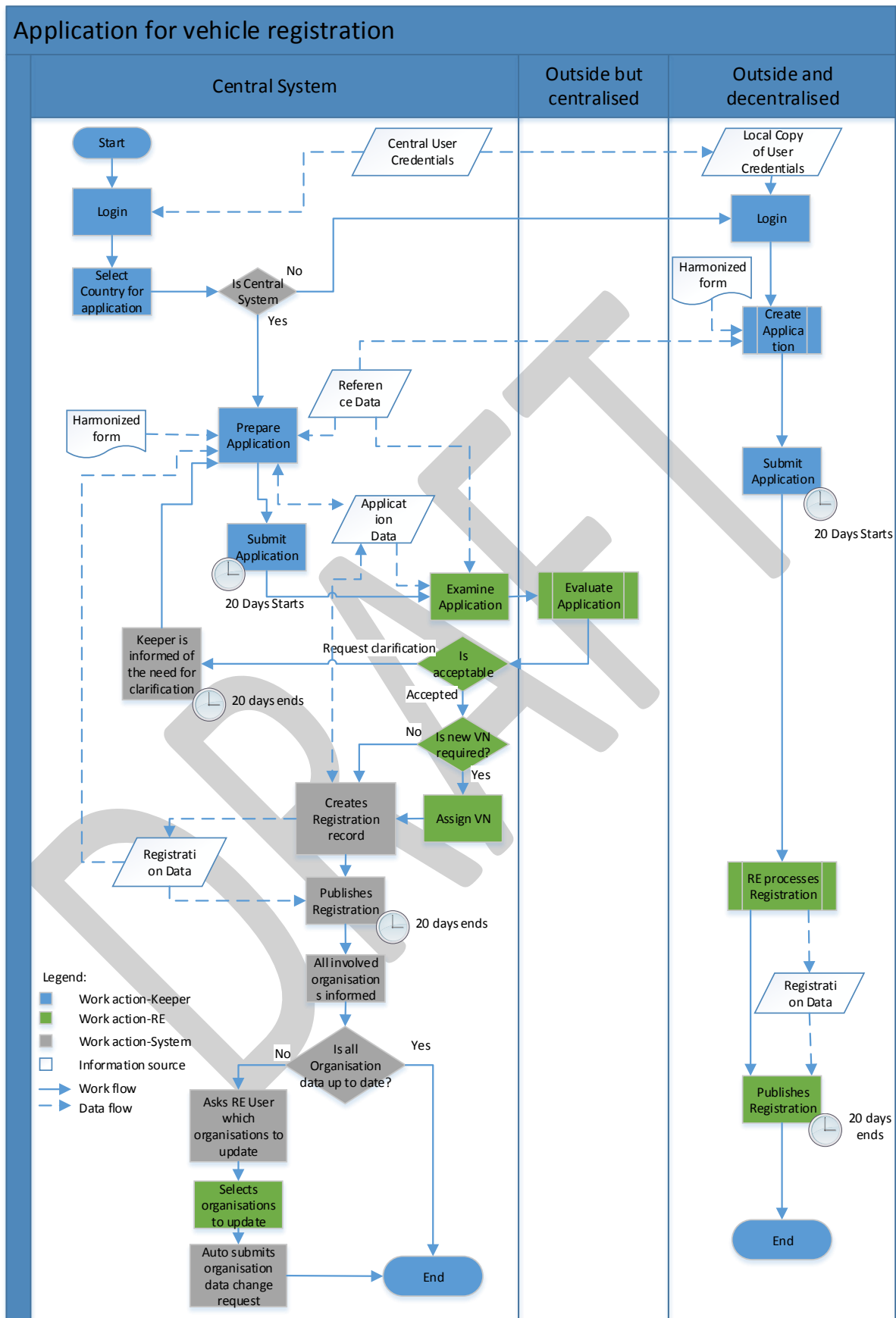


Figure 3: Vehicle registration

6. Data to be recorded in EVR – Parameter’s description

6.1. European Vehicle Number (Parameter 1.1)

The structure of the 12-digit number must be as defined in the EVR Decision, Annex II, Appendix 6, Part 0.

For vehicles placed in service for the first time in Estonia, Latvia or Lithuania and intended to be used outside the Union on the 1520 mm rail network, their 8-digit number may be applied instead of the EVN. (EVR Decision, Annex II, Table 1, footnote 1.)

6.1.1. Change of the EVN

The EVN may be changed under any of the below two cases.

After any change of EVN, the marking of the vehicle shall be modified accordingly, as defined in Appendix H of the OPE TSI (Commission Implementing Regulation (EU) 2019/773).

6.1.1.1. Following technical modifications of the vehicle:

The EVN shall be changed when it does not reflect the interoperability capability or technical characteristics due to technical modifications of the vehicle.

Such technical modifications may require a new authorisation for placing on the market and, where appropriate, a new vehicle type authorisation, in accordance with Articles 21 and 24 of Directive (EU) 2016/797.

The keeper shall inform the RE of the Member State where the vehicle is registered of those changes and, if applicable, of the new authorisation for placing on the market.

The process of EVN change consists of:

<i>Keeper (as applicant for vehicle registration)</i>	<i>Registration Entity</i>
0. Recommended option is to firstly follow the process of reserving a new vehicle number to be used for the new vehicle registration	
1. Application for vehicle registration (case type: “Change of EVN following technical modifications”)	
	2. New registration created: <ol style="list-style-type: none"> a. New EVN assigned b. Previous EVN is added to the parameter 1.2 “Previous vehicle number”
	3. Previous vehicle registration is withdrawn using Registration Status code 21.

6.1.1.2. Following a change of registering Member State requested by the keeper

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

The process of EVN change consist on:

<i>Keeper (as applicant for vehicle registration)</i>	<i>Registration Entity A of MS A (original MS of registration)</i>	<i>Registration Entity B of MS B (future MS of registration)</i>
0. Recommended option is to firstly follow the process of reserving a new vehicle number to be used for the new vehicle registration		
1. Application for vehicle registration (case type: “Change of EVN and registering MS”)		
		2. New registration created: <ul style="list-style-type: none"> a. New EVN assigned b. Previous EVN is added to the parameter 1.2 “Previous vehicle number”
	3. Previous vehicle registration is withdrawn using Registration Status code 21.	

6.1.2. Reservation of a vehicle number

6.1.2.1. Reservation of a vehicle number – Request creation and submission by Applicant⁴ or Keeper⁵

The principle behind pre-reservation within the EVR is that the process is the same as a full application for addition/modification of a vehicle registration.

The Applicant or Keeper also uses the same reference data and standard e-form as in a vehicle registration. Consequently, there is a continuity of the data between a pre-reservation and the later vehicle registration.

However, there are the following differences between the applications for pre-reservation of a vehicle number and for a vehicle registration:

1. Existing vehicle numbers cannot be input into the e-form; as they are being reserved, they do not yet exist.
2. Parameters for the future vehicle registration are not mandatory. Therefore there is no pre-checking of input.
3. An applicant for vehicle authorisation can also perform the task (in addition to the keeper, as applicant for vehicle registration)
4. Any change in organisation information that is not in agreement with the organisation reference data will not result in an update of the reference data

The logged-in Applicant for vehicle authorisation or Keeper (both called ‘applicant’ in this description) decides in which Member State they would like to reserve the VN. If the MS is using a system with a de-centralized ARS function (D-ARS) the applicant will be transferred to the chosen Member State’s external system.

⁴ Applicant for vehicle authorisation

⁵ Applicant for vehicle registration

They will then be presented with the Vehicle Number wizard and should complete this with the technical characteristics of the vehicle(s) (as defined on the EVR Decision, Annex II, Appendix 6, which defines the format of the vehicle identification). These technical characteristics will be common for all vehicles for which number(s) are being pre-reserved. During the wizard, the applicant will be required to state the number of vehicles for which Vehicle Numbers are to be reserved, although they will not be given the Vehicle Numbers at that point.

Following this, the applicant has the possibility to pre-fill any information in the e-form for vehicle registration but there will be no validation of this information. The pre-filled information will be recovered for the application for vehicle registration when using the pre-reserved vehicle number.

6.1.2.2. Reservation of a vehicle number – Request validation by RE

Following the submission of the application for pre-reservation, the RE will receive a notification. They will then review the application for pre-reservation of a VN and perform any evaluation activities they perform for a registration (outside of the system). However, organisations (new ones or modified existing data) included in an application for pre-reservation of a vehicle number will not be added to the organisation reference data.

Once the RE has decided whether or not to reserve the Vehicle Number(s), they will input this decision into the EVR:

- a. If the decision is negative, the RE should give a reason and this will be sent to the applicant, who will then be able to make any corrections to make the application acceptable (if this is possible).
- b. If the application is accepted, the RE will assign valid Vehicle Numbers to the application and will save these as a set of VN reservations, with one for each of the Vehicle Numbers assigned. These will have the effective status of being a set of pre-registrations as each will then be available as the starting point for a Keeper to later register the vehicles. The system will then inform the applicant of the Vehicle Numbers that have been reserved for them via an email message and on the dashboard.

The Member States should define and publish the allocation and deletion policy for pre-reservations.

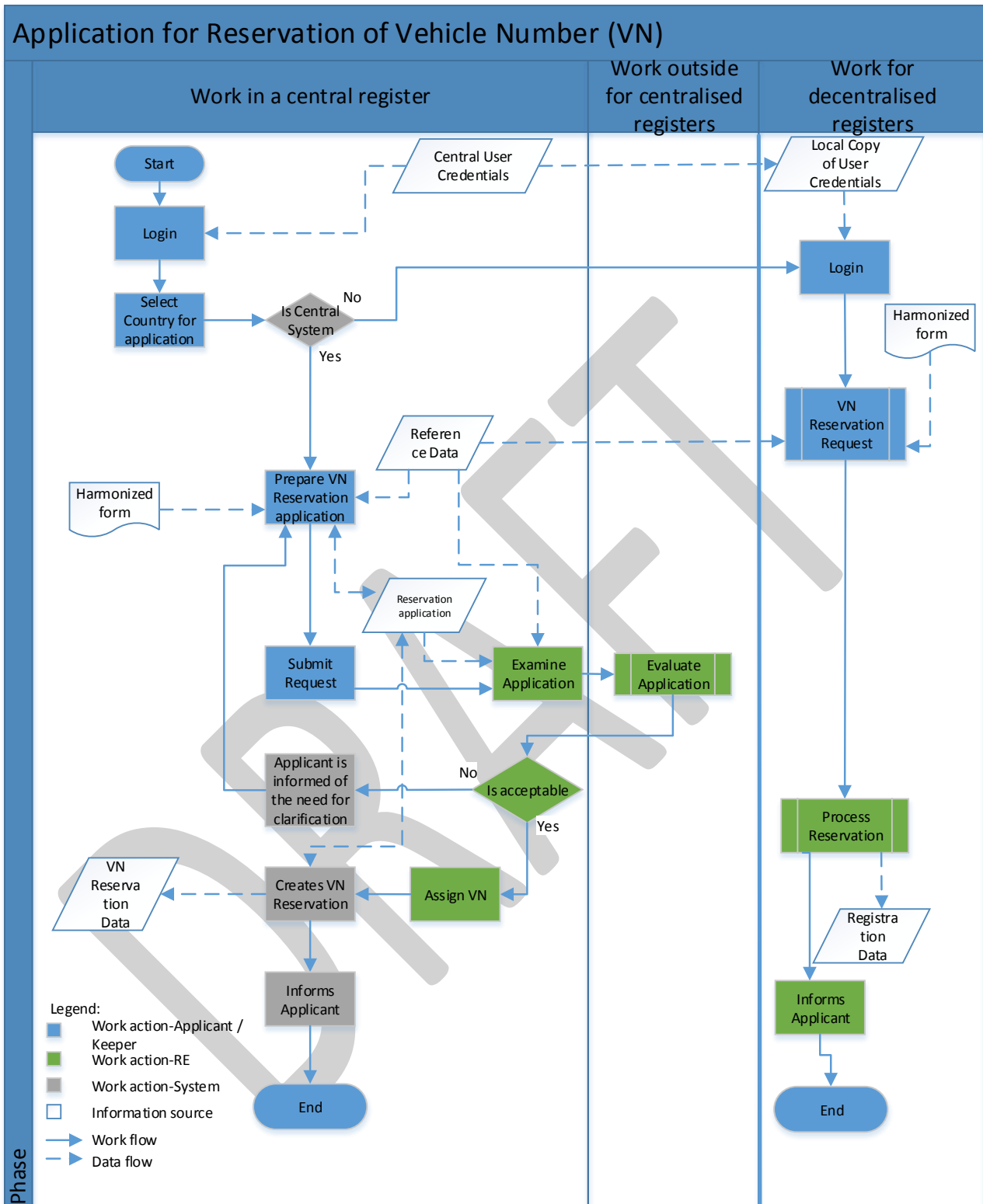


Figure 4: Reservation of a vehicle number

6.1.3. *Registration of Units (trainsets in fixed formations, predefined formations, etc.)*

A Unit may be registered with an individual EVN for each vehicle, where applicable, or with one single EVN for the entire Unit.

A RE should always register Units in the same way.

6.2. Previous vehicle number (Parameter 1.2)

This parameter contains any previously assigned number to this vehicle, e.g. existing vehicle number before a change of EVN, 8-digit number, etc.

6.3. Member State of registration (Parameter 2.1)

The Member State where the vehicle is registered. It shall always be a MS within the area of use of the granted authorisation for the vehicle.

6.4. Resulting area of use (Parameter 3.1)

This parameter is automatically filled in by the system, no user input necessary.

It will contain the values of the area of use, including any possible extension of area of use (combination of values of parameters 11.4).

Example:

If parameter 11.4 would be:

FR(France1,France2)+BE(Quievrain,Mons)+CH(Genève),LU(Luxembourg),IT(Italy)

And an extension of area of use for that vehicle would contain in parameter 11.4:

ES(Spain)+PT(Elvas)

Then, parameter 3.1 would be the automatic combination of both 11.4 values:

FR(France1,France2)+BE(Quievrain,Mons)+CH(Genève),LU(Luxembourg),IT(Italy),ES(Spain)+PT(Elvas)

6.5. Manufacturing Year (Parameter 5.1)

A new frame means a new vehicle, therefore a new manufacturing year.

For renewed or upgraded vehicles the original manufacturing year should be kept.

6.6. References to 'EC' Declaration of verification (Parameter 6.)

Data as indicated on EC Declaration for the rolling stock subsystem should be registered.

Both subsystems, rolling stock and CCS should be indicated.

6.7. Registered business number (Parameters 6.3.2, 7.2, 8.2, 9.2)

A registered business number is an alphanumeric identifier assigned to the organisation by the authorities responsible for the registration of organisations of their type in their Member State and which allows the organisation (rather than any single person representing it) to act as a Juridical or Legal entity.

Examples of registered business numbers from different countries would be:

- FN 72586k
- 202945069
- CH-292.4.013.564-9
- DE 185 159 346
- HRB 33582, Amtsgericht Hamburg
- Q2884679P
- A86538254
- B 60257
- 38005268240090
- J50/9659/1994
- 226260-6225 L

6.8. Vehicle Keeper Marking – VKM (Parameter 8.9)

The VKM code is defined on the EVR Decision, Annex II, Appendix 6, Part 1.

The assigned VKM codes are published on the ERA website, on the common ERA/OTIF list of published VKMs.

Taking into account the diversity of special characters in EU languages and for facilitating searches through EVR, the Latin alphabet codification of the VKM (“**Unique**” VKM code) should be used instead of the national alphabet codification (“VKM” code):

VKM	UNIQUE	Keeper Name / Halter Name / Nom du détenteur / Название владельца
ÖBB	OBB	Österreichische Bundesbahnen
ЛУКБГ	LUKBG	Лукойл България ЕООД

Figure 5: Unique VKM code

For further information about VKM refer to the “*Application Guide for Vehicle Keeper Marking Code (VKM) Register*” published on the ERA website.

6.9. Registration Status (Parameter 10.1)

For a vehicle whose registration is valid the code should indicate “00”.

Codes 10 (“Suspended”) and 20 (“Withdrawn”) are kept for historical purposes but they are not to be used anymore as they do not include an explanation of the code (parameter 10.3 “registration status reason”). They are replaced by codes 11 to 14 and 20 to 22, respectively.

In the cases of suspended, transferred or withdrawn registrations (codes 1x, 2x and 3x), the vehicle registration record remain available in EVR.

This parameter refers to the vehicle's registration. For a suspension or revocation of an authorisation please see sections 6.11 and 6.12.

6.10. Area of use (Parameter 11.4)

Difference between the “registration” and “authorisation” of a vehicle should be kept in mind here. Vehicle may be authorised in several MSs/networks but registered in only in one MS within the area of use of the authorisation.

This field should indicate the area of use as indicated on the granted vehicle authorisation. The MS where the vehicle is registered should be one within the Area of use.

The format of the area of use is:

MS1(Network1,Network2,...)+MS2(NeighbourStation1,NeighbourStation2,...)+MS3(NeighbourStation3)+..., MS4(Network3,Network4,...)+MS5(NeighbourStation4)+MS6(NeighbourStation5)+...,MS5(Network5)

Legend:

- + will introduce neighbouring stations
- , will separate MSs/Networks/Neighbouring Stations included in the area of use
- () will contain the possible networks of a MS or the names of the neighbouring station, separated by comma.

Example:

FR(France1,France2)+BE(Quievrain,Mons)+CH(Genève),ES(Spain)+PT(Elvas),LU(Luxembourg),IT(Italy)

6.11. Date of suspension of authorisation (Parameter 11.6)

In case that the authorisation of the vehicle has been suspended according to Article 26 of Directive (EU) 2016/797; this parameter contains the date of when the suspension of the authorisation occurred.

A vehicle with a suspended authorisation cannot be used.

6.12. Date of revocation of authorisation (Parameter 11.7)

In case that the authorisation of the vehicle has been revoked, according to Article 26 of Directive (EU) 2016/797; this parameter contains the date of when the revocation of the authorisation occurred.

A vehicle with a revoked authorisation cannot be used.

6.13. European identification number (EIN) (Parameter 11.3)

The European identification number (EIN), identifies the granted vehicle authorisation. It is referred to on the EVR Decision, Annex II, Appendix 2.

The format of the EIN is published on the ERA website.

6.14. Additional Information

6.14.1. Additional fields (Parameter 12.)

Member States may require additional fields to be provided for the vehicle registration.

The required additional fields, if any, shall be made public by each RE.

These additional fields will only be required to fill in if requested by a MS and only for the purpose of registering the vehicle on that specific Member State.

Your list of additional fields needs to be made public by your organisation, in addition to being shared with ERA. The additional fields should be specified in the format of the table of parameters of EVR⁶ (as below):

Table 4: List of additional fields

Parameter number	Parameter name	Description	Format (Text, 2-letter code ⁷ , Number, Date ⁸ , Year ⁹ , Email)	Compulsory/ Optional
12.1				
12.2				
...				
12.x				

6.14.2. Supporting Documents

If you additional types of document to be attached needs to be made public by your organisation, in addition to being shared with ERA. The additional types of document should be specified in similar format to the table of parameters of EVR (as below):

Table 5: List of supporting documents

Supporting Document Type number	Supporting Document Type name	Supporting Document Type Description	Format (pdf, doc, zip, xls)	Compulsory/ Optional
1				
2				
...				
X				

⁶ See table 1 of Annex 2 of Decision (EU) 2018/1614

⁷ The codes are those officially published and updated on the Union website in the Interinstitutional style guide. In case of the multinational safety authority Channel Tunnel Intergovernmental Commission, the country code CT shall be used. In case of the Agency, the country code EU shall be used.

⁸ Format for Dates is YYYYMMDD.

⁹ Format for Year is YYYY.

7. Pre-checks of parameters

The EVR system will provide automatic checks of data entered in the e-form. The following table presents the pre-checks per EVR parameter.

Table 6: Table of pre-checks of EVR parameters

<i>Parameter number</i>	<i>Parameter name</i>	<i>Pre-check</i>
1	Vehicle Identification	
1.1	European Vehicle Number	This must be a valid and not double number with the correct EVN format (8 or 12 digits)
1.2	Previous vehicle number	This must 8 or 12 numerical digits.
2	Member State of Registration	
2.1	Member State of registration	Must be one of the Reference data 2 character country codes.
3	Member States where the vehicle is authorised	
3.1	Resulting area of use	
4	Additional conditions	
4.1	Additional conditions applicable to the vehicle	If the “Other” option is selected then there must be a text included.
5	Manufacturing	
5.1	Manufacturing year	Must be 4 digits
5.2	Manufacturing serial number	

<i>Parameter number</i>	<i>Parameter name</i>	<i>Pre-check</i>
5.3	ERATV Reference	Must be formatted as either XX-XXX-XXXX-X-ZZZ-VVV or XX-XXX-XXXX-X-XXX and be alphanumeric, as defined in the ERATV Decision.
5.4	Series	
6	References to 'EC' Declarations of verification ⁽³⁾	
6.1	Date of 'EC' declaration	This must follow data format of YYYYMMDD
6.2	'EC' declaration reference	Starts with 2 letters (to signify the country) and either 10 digits or 24 digits, as defined in the specifications for the EIN published on the ERA website.
6.3	'EC' Declaration of verification issuing body (the applicant)	
6.3.1	Organisation name	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 6.3.8.
6.3.2	Registered business number	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 6.3.8.
6.3.3	Address	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 6.3.8.
6.3.4	Town	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 6.3.8.
6.3.5	Country code	Must be one of the Reference data 2 character country codes.
6.3.6	Post code	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 6.3.8.
6.3.7	E-mail address	Must include is an ampersand (@) and at least one full stop after the ampersand. If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 6.3.8.
6.3.8	Organisation Code	This must exist in the organisation reference data.
7	Owner	

<i>Parameter number</i>	<i>Parameter name</i>	<i>Pre-check</i>
7.1	Organisation Name	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 7.8.
7.2	Registered business number	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 7.8.
7.3	Address	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 7.8.
7.4	Town	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 7.8.
7.5	Country code	Must be one of the Reference data 2 character country codes.
7.6	Post code	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 7.8.
7.7	E-mail address	Must include is an ampersand (@) and at least one full stop after the ampersand. If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 7.8.
7.8	Organisation Code	This must exist in the organisation reference data.
8	Keeper	
8.1	Organisation name	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 8.8.
8.2	Registered business number	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 8.8.
8.3	Address	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 8.8.
8.4	Town	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 8.8.
8.5	Country code	Must be one of the reference data 2 character country codes.
8.6	Post code	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 8.8.
8.7	E-mail address	Must include is an ampersand (@) and at least one full stop after the ampersand. If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 8.8.
8.8	Organisation Code	This must exist in the organisation reference data.
8.9	Vehicle Keeper Marking	Must be 1-5 characters

<i>Parameter number</i>	<i>Parameter name</i>	<i>Pre-check</i>
9	Entity in charge of maintenance	
9.1	Organisation name	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 9.8.
9.2	Registered business number	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 9.8.
9.3	Address	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 9.8.
9.4	Town	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 9.8.
9.5	Country code	Must be one of the reference data 2 character country codes.
9.6	Post code	If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 9.8.
9.7	E-mail address	Must include is an ampersand (@) and at least one full stop after the ampersand. If no input is received from the User this will be taken from the reference data for the organisation corresponding to the Organisation code in section 9.8.
9.8	Organisation Code	This must exist in the organisation reference data.
10	Registration status	
10.1	Registration status (see Appendix 3)	This is a 2 digit number which must be included in the code column of the Registration Status Coding table in Appendix 3
10.2	Registration status date	This must follow data format of YYYYMMDD
10.3	Registration status reason	
11	Authorisations ⁽⁴⁾ for placing on the market ⁽⁵⁾	
11.1	Name of authorising entity	
11.2	Member State of authorising entity	Must be one of the reference data 2 character country codes.

<i>Parameter number</i>	<i>Parameter name</i>	<i>Pre-check</i>
11.3	European identification number (EIN)	Must begin with 2 letters followed by 10 digits, as defined in the EIN specifications published on the ERA website.
11.4	Area of use	Must contain at 1 block of at least 5 characters MS(N). Each block starts with a country code (MS) as stored in the reference data. Each block will have network information (N) stored inside parenthesis. The Network information is one or more texts separated by commas. Blocks are separated by a “+” (plus) sign. At least one block must be started with the Member State code stored in section 2.1. See 6.10.
11.5	Date of authorisation	This must follow data format of YYYYMMDD
11.6	Authorisation valid until (if specified)	This must follow data format of YYYYMMDD
11.7	Date of suspension of authorisation	This must follow data format of YYYYMMDD
11.8	Date of revocation of authorisation	This must follow data format of YYYYMMDD
11.9	Conditions for use of the vehicle and other restrictions on how the vehicle may be used	
11.9.1	Coded conditions for use and restrictions	These must match those included in the reference data set.
11.9.2	Non-coded conditions for use and restrictions	
12	Additional fields ⁽⁶⁾	

8. Change of existing vehicle registrations

8.1. Change of existing vehicle registration (last recorded under Decision 2007/756/EC)

Any update to an existing vehicle recorded under the regime of the Decision 2007/756/EC (NVR Decision) will require the EVR list of parameters, in accordance with Decision (EU) 2018/1614 (EVR Decision), to be complete.

The value of a parameter from the NVR Decision will be preserved (to be afterwards reviewed by the keeper) where it corresponds directly to an EVR parameter (see section 9.4 for more details as to corresponding fields) or where an EVR field value can be automatically derived. This includes existing authorisations, which will be included in as many EVR parameters sections 11 (Authorisations for placing on the market) as needed.

For example, if there is an existing NVR registration with two authorisations previously attached there will be two section 11 data sets in the EVR form both of which are automatically filled with EINs and other corresponding authorisation data; plus the area of use which will be automatically derived from the “Member States where authorised” data in section 11 of the NVR registration.

The values with no direct correspondence, or where the correspondence cannot be derived and assigned automatically, will need to be filled in by the keeper before the submission of the update.

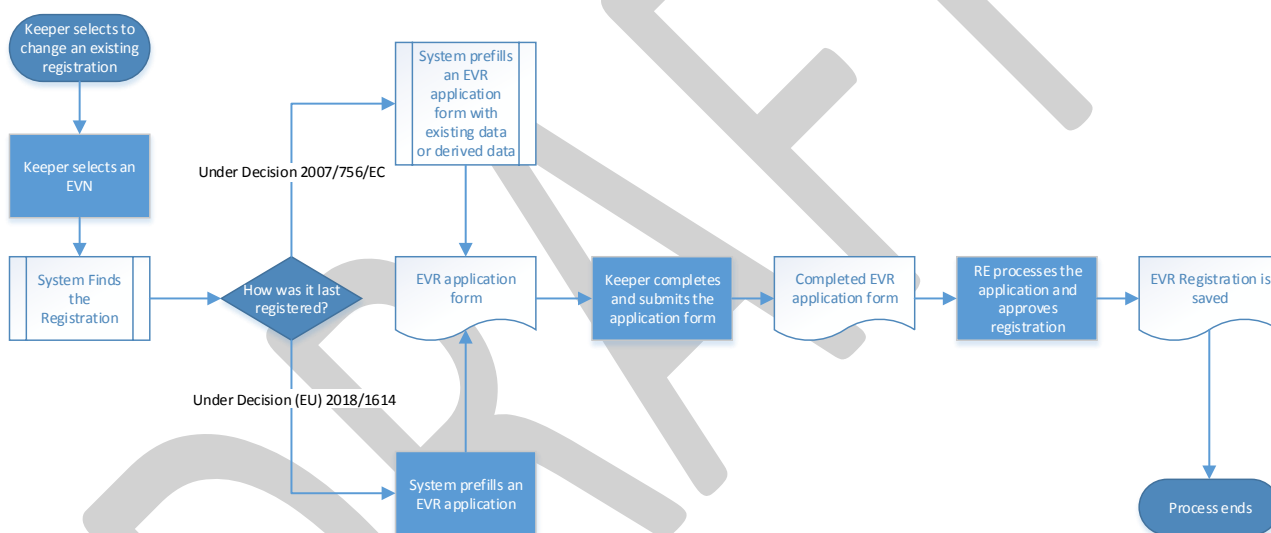


Figure 6: The flow based on the last time the registration was saved

Figure 6 illustrates the flow that will be taken. In the case of the a registration which was last recorded under Decision 2007/756/EC, this will require a sub-process of the system prefilling the an EVR application form with the data that can be preserved because it directly corresponds to the EVR parameter, or which can be automatically derived and used as an EVR parameter.

8.2. Update of existing vehicle registration (recorded under Decision (EU) 2018/1614)

8.2.1. Vehicle registration (EVR Decision) with one authorisation

As indicated in Figure 6, when the vehicle registration has already been registered using the list of EVR parameters, from Decision (EU) 2018/1614 (either since the initial registration or as a result of a previous update having been made to an NVR registration within the EVR). Consequently, the system will prefill the application form only with the saved data, and the Keeper is only required to ensure the update of the parameter(s) values they require to change.

9. Comparison of parameters from Decision 2007/756/EC to Decision (EU) 2018/1614

9.1. Comparison table

The following table presents the comparison of the vehicle registration parameters from Decision 2007/756/EC (NVR Decision) to Decision (EU) 2018/1614 (EVR Decision). Parameters marked in **bold** indicate that there is not a direct match.

Table 7: Comparison of parameters ECVVR - EVR

EVR			ECVVR
Parameter number	Parameter name	Description	Parameter
1	Vehicle Identification		1. Numeric identification code as defined in Appendix 6
1.1	European Vehicle Number	European Vehicle Number. Numeric identification code as defined in Appendix 6.	1.1. Number
1.2	Previous vehicle number	Previous number (if applicable, for renumbered vehicle)	1.2. Previous number (if applicable, for renumbered vehicle)
2	Member State of Registration		2. Member State and NSA (Identification of the Member State where the vehicle has been registered and NSA that authorised its placing in service)
2.1	Member State of registration	Member State where the vehicle has been registered	2.1. Member State numeric code as defined in Appendix 6, part 4
3	Member States where the vehicle is authorised		11. Member States where the vehicle is authorised
3.1	Resulting area of use	Field automatically filled in by the system based on the values of parameter 11.4.	11. Member States where the vehicle is authorised

<i>EVR</i>			<i>ECVVR</i>
<i>Parameter number</i>	<i>Parameter name</i>	<i>Description</i>	<i>Parameter</i>
4	Additional conditions		11. Member States where the vehicle is authorised
4.1	Additional conditions applicable to the vehicle	Identification of applicable bilateral or multilateral agreements such as RIV, RIC, TEN, TEN-CW, TEN-GE, ...	11. Member States where the vehicle is authorised
5	Manufacturing		3. Manufacturing year
5.1	Manufacturing year	Year in which the vehicle left the factory	3. Manufacturing year
5.2	Manufacturing serial number	Manufacturing serial number as marked on the vehicle frame.	
5.3	ERATV Reference	Identification in ERATV of the authorised ⁽²⁾ vehicle type (or version or variant) the vehicle is in conformity to.	5. Reference allowing retrieval of the relevant technical data from ERATV
5.4	Series	Identification of the series the vehicle is part of.	5bis Series
6	References to 'EC' Declarations of verification ⁽³⁾		4. EC reference
6.1	Date of 'EC' declaration	Date of 'EC' declaration of verification	4.1. Date of declaration

<i>EVR</i>			<i>ECVVR</i>
<i>Parameter number</i>	<i>Parameter name</i>	<i>Description</i>	<i>Parameter</i>
6.2	'EC' declaration reference	Reference to the 'EC' declaration of verification	4.2. EC reference
6.3	'EC' Declaration of verification issuing body (the applicant)		4. EC reference
6.3.1	Organisation name		4.3. Name of issuing body (applicant)
6.3.2	Registered business number		4.4. Registered business number
6.3.3	Address	Address of organisation, street and number	4.5. Address of organisation, street and number
6.3.4	Town		4.6. Town
6.3.5	Country code		4.7. Country code
6.3.6	Post code		4.8. Post code
6.3.7	E-mail address		
6.3.8	Organisation Code		
7	Owner	Identification of the owner of the vehicle	7. Owner
7.1	Organisation Name		7.1. Name of organisation
7.2	Registered business number		7.2. Registered business number
7.3	Address		7.3. Address of organisation, street and number
7.4	Town		7.4. Town
7.5	Country code		7.5. Country code
7.6	Post code		7.6. Post code
7.7	E-mail address		
7.8	Organisation Code		

<i>EVR</i>			<i>ECVVR</i>	
<i>Parameter number</i>	<i>Parameter name</i>	<i>Description</i>	<i>Parameter</i>	
8	Keeper	Identification of the keeper of the vehicle	8. Keeper	
8.1	Organisation name		8.1. Name of organisation	
8.2	Registered business number		8.2. Registered business number	
8.3	Address		8.3. Address of organisation, street and number	
8.4	Town		8.4. Town	
8.5	Country code		8.5. Country code	
8.6	Post code		8.6. Post code	
8.7	E-mail address			
8.8	Organisation Code			
8.9	Vehicle Keeper Marking		8.7. VKM (if available)	
9	Entity in charge of maintenance	Reference to the entity in charge of maintenance	9. Entity in charge of maintenance	
9.1	Organisation name		9.1 Entity in charge of maintenance	
9.2	Registered business number		9.2. Registered business number	
9.3	Address		9.3. Address of entity, street and number	
9.4	Town		9.4. Town	
9.5	Country code		9.5. Country code	
9.6	Post code		9.6. Post code	
9.7	E-mail address		9.7. E-mail address	
9.8	Organisation Code			
10	Registration status		10. Withdrawal	
10.1	Registration status (see Appendix 3)		10.1. Mode of disposal (see Appendix 3)	
10.2	Registration status date	Date of the status of the registration	10.2 Withdrawal date	

<i>EVR</i>			<i>ECVVR</i>
<i>Parameter number</i>	<i>Parameter name</i>	<i>Description</i>	<i>Parameter</i>
10.3	Registration status reason		
11	Authorisations ⁽⁴⁾ for placing on the market ⁽⁵⁾		13. Authorisation of placing in service
11.1	Name of authorising entity	Entity (National Safety Authority or the Agency) that authorised the placing on the market	2.2. Name of NSA
11.2	Member State of authorising entity	Member State of authorising entity	2.1. Member State numeric code as defined in Appendix 6, part 4
11.3	European identification number (EIN)	Harmonised authorisation number for placing in service, generated by authorising entity	12. Authorisation number
11.4	Area of use	As stated in the issued vehicle authorisation.	11. Member States where the vehicle is authorised
11.5	Date of authorisation		13.1. Date of authorisation
11.6	Authorisation valid until (if specified)		13.2. Authorisation valid until (if specified)
11.7	Date of suspension of authorisation		13.3. Suspension of authorisation (yes/no)
11.8	Date of revocation of authorisation		

EVR			ECVVR	
Parameter number	Parameter name	Description	Parameter	
11.9	Conditions for use of the vehicle and other restrictions on how the vehicle may be used		6. Restrictions	
11.9.1	Coded conditions for use and restrictions	Conditions for use and restrictions on how the vehicle may be used	6.1. Coded restrictions (see Appendix 1)	
11.9.2	Non-coded conditions for use and restrictions	Conditions for use and restrictions on how the vehicle may be used	6.2 Non-coded restrictions	
12	Additional fields ⁽⁶⁾		“Custom fields” (Annex. 1. “...In addition, field(s) may be added such as comments, identification of vehicles under investigation (see Section 3.4), etc.”	

Footnotes:

- EVR:

<p>⁽¹⁾ Rolling stock placed in service for the first time in Estonia, Latvia or Lithuania and intended to be used outside the Union as part of common 1 520 mm rail system wagons fleet shall be registered in both the EVR 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 Appendix 6.</p> <p>⁽²⁾ For vehicle types authorised in accordance with Article 26 of Directive 2008/57/EC and Article 24 of Directive (EU) 2016/797.</p> <p>⁽³⁾ It must be possible to specify the references to the EC Declaration of verification of the rolling stock subsystem and the CCS subsystem</p> <p>⁽⁴⁾ It must be possible to specify the data for all authorisations granted to the vehicle.</p> <p>⁽⁵⁾ Authorisation for placing on the market delivered in accordance with Chapter V of Directive (EU) 2016/797 or authorisation for placing in service delivered in accordance with Chapter V of Directive 2008/57/EC or in accordance with the authorisation regimes existing before transposition of Directive 2008/57/EC.</p> <p>⁽⁶⁾ When appropriate, additional fields as referred to in point 3.2.1.14.</p> <p>(*) The codes are those officially published and updated on the Union website in the <i>Interinstitutional style guide</i>. In case of the multinational safety authority Channel Tunnel Intergovernmental Commission, the country code CT shall be used. In case of the Agency, the country code EU shall be used.</p>
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- ECVVR:

(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.

9.2. Parameters that differ

Main differences between parameters in EVR and in ECVVR:

- a. In the EVR, parameter 11.1 is for the name of authorising Entity, with this being either ERA or a NSA. In the ECVVR, this corresponds to parameter 2.2, which indicates the NSA that authorised the vehicle.
- b. In the EVR, parameter 4.1 is for the additional conditions applicable to the vehicle. In the ECVVR, these conditions are added in parameter 11 as if they were another MS where the vehicle is authorised. The possible values in ECVVR are only “RIC”, “RIV” and “TEN”.
- c. In the EVR, parameter 11.7 contains the date of the suspension of the authorisation. In the ECVVR, parameter 13.3 only allows the user to indicate if the authorisation is suspended.
- d. In the EVR there is the parameter group 12 for additional fields. In the ECVVR there is a general text in the NVR Decision stating that additional fields may be added. This fields are commonly known as “custom fields” and are not visible in VVR.

9.3. Parameters with no correspondence

EVR Parameters with no correspondence in ECVVR parameters:

- 5.2 Manufacturing serial number
- 6.3.7 E-mail address (for the 'EC' Declaration of verification issuing body (the applicant))
- 6.3.8 Organisation code (for the 'EC' Declaration of verification issuing body (the applicant))
- 7.7 E-mail address (for the owner)
- 7.8 Organisation code (for the owner)
- 8.7 E-mail address (for the keeper)
- 8.8 Organisation code (for the keeper)
- 9.8 Organisation code (for the ECM)
- 10.3 Registration status reason
- 11.8 Date of revocation of authorisation

9.4. ECVVR parameters preserved into EVR parameters

Table 8 presents the values that are preserved when a vehicle registration created under the NVR Decision is transformed into a vehicle registration under the EVR Decision.

Table 8: ECVVR Parameter's values copied in EVR parameters in a vehicle registration update

<i>EVR parameters</i>		<i>ECVVR Parameters</i>	<i>Comment</i>
1. Vehicle Identification			
1.1. European Vehicle Number	←	1.1. Number	
1.2. Previous vehicle number	←	1.2. Previous number	
2. Member State of Registration			
2.1. Member State of registration	←	2.1. Member State numeric code as defined in Appendix 6, part 4	Numeric code to be translated into a 2-letter code, in accordance with the Interinstitutional style guide officially published on the Union website.
3. Member States where the vehicle is authorised			
3.1. Resulting area of use			The resulting area of use is filled in automatically by the system based on the values of all possible parameters 11.4
4. Additional conditions			
4.1. Additional conditions applicable to the vehicle	←	11. Member States where the vehicle is authorised	If within the list of Member States any of the values "RIV", "RIC" or "TEN" is detected, the corresponding value will be copied
5. Manufacturing			
5.1. Manufacturing year	←	3. Manufacturing year	
5.2. Manufacturing serial number			
5.3. ERATV Reference	←	5. Reference allowing retrieval of the relevant technical data from ERATV	If a correct Type ID in accordance with Decision 2011/665 and Regulation (EU) 2019/776
5.4. Series	←	5bis. Series	
6. References to 'EC' Declarations of verification			Two sections of EVR parameters 6.x may exist, to record both EC Declaration of verification of the rolling stock subsystem and the CCS subsystem.
6.1. Date of 'EC' declaration	←	4.1. Date of declaration	
6.2. 'EC' declaration reference	←	4.2. EC reference	
6.3. 'EC' Declaration of verification issuing body (the applicant)			
6.3.1. Organisation name	←	4.3. Name of issuing body (applicant)	

<i>EVR parameters</i>		<i>ECVVR Parameters</i>	<i>Comment</i>
6.3.2. Registered business number	←	4.4. Registered business number	
6.3.3. Address	←	4.5. Address of organisation, street and number	
6.3.4. Town	←	4.6. Town	
6.3.5. Country code	←	4.7. Country code	
6.3.6. Post code	←	4.8. Post code	
6.3.7. E-mail address			
6.3.8. Organisation Code			
7. Owner			
7.1. Organisation Name	←	7.1. Name of organisation	
7.2. Registered business number	←	7.2. Registered business number	
7.3. Address	←	7.3. Address of organisation, street and number	
7.4. Town	←	7.4. Town	
7.5. Country code	←	7.5. Country code	
7.6. Post code	←	7.6. Post code	
7.7. E-mail address			
7.8. Organisation Code			
8. Keeper			
8.1. Organisation name	←	8.1. Name of organisation	
8.2. Registered business number	←	8.2. Registered business number	
8.3. Address	←	8.3. Address of organisation, street and number	
8.4. Town	←	8.4. Town	
8.5. Country code	←	8.5. Country code	
8.6. Post code	←	8.6. Post code	
8.7. E-mail address			
8.8. Organisation Code			
8.9. Vehicle Keeper Marking	←	8.7. VKM	
9. Entity in charge of maintenance			
9.1. Organisation name	←	9.1 Entity in charge of maintenance	
9.2. Registered business number	←	9.2. Registered business number	
9.3. Address	←	9.3. Address of entity, street and number	
9.4. Town	←	9.4. Town	
9.5. Country code	←	9.5. Country code	
9.6. Post code	←	9.6. Post code	

<i>EVR parameters</i>		<i>ECVVR Parameters</i>	<i>Comment</i>
9.7. E-mail address	←	9.7. E-mail address	
9.8. Organisation Code			
10. Registration status			
10.1. Registration status	←	10.1. Mode of disposal	
10.2. Registration status date	←	10.2 Withdrawal date	
10.3. Registration status reason			
11. Authorisations for placing on the market			As many as needed sections of EVR parameters 11.x may exist, to record the data of all authorisations granted to the vehicle.
11.1. Name of authorising entity	←	2.2. Name of NSA	
11.2. Member State of authorising entity	←	2.1. Member State numeric code as defined in Appendix 6, part 4	Numeric code to be translated into a 2-letter code, in accordance with the Interinstitutional style guide officially published on the Union website.
11.3. European identification number (EIN)	←	12. Authorisation number	
11.4. Area of use	←	11. Member States where the vehicle is authorised	
11.5. Date of authorisation	←	13.1. Date of authorisation	
11.6. Authorisation valid until (if specified)	←	13.2. Authorisation valid until (if specified)	
11.7. Date of suspension of authorisation			If the authorisation was suspended, a date is to be recorded.
11.8. Date of revocation of authorisation			
11.9. Conditions for use of the vehicle and other restrictions on how the vehicle may be used			
11.9.1. Coded conditions for use and restrictions	←	6.1. Coded restrictions (see Appendix 1)	
11.9.2. Non-coded conditions for use and restrictions	←	6.2 Non-coded restrictions	
12. Additional fields (6)			Additional fields are not copied and would need to be added back manually if needed.