



RSC-G-021-C

Guideline on EVN and NVR in Ireland

(European Vehicle Numbering and
the National Vehicle Register for
the Republic of Ireland)

Prepared by:	<i>Elaine Quirke/Maik Wuttke</i>	<i>14/08/2013</i>
Reviewed by:	<i>Mary Molloy</i>	<i>16/08/2013</i>
Approved by:	<i>Gerald Beesley</i>	<i>16/08/2013</i>

Contents

1	Introduction	3
2	References:	4
3	Definitions	5
4	Generation of the EVN	6
4.1	General Aspects	6
4.2	Category & Index Letter Marking.....	6
4.3	Digits 5 to 11 for Tractive rolling stock and OTMs.....	7
4.4	Digits 5 to 8 for Freight Wagons	10
4.5	Digits 5 to 8 for Coaches	11
4.6	Digit 12 for all vehicles.....	12
4.7	Alphabetical Marking of the Interoperability Capability	12
5	Arrangement and Placing of EVN Information on vehicles	12
5.1	General arrangements for external Markings	13
5.2	Wagons	13
5.3	Coaches and hauled passenger stock	14
5.3.1	Tractive stock sidewall (incl. Locomotives, Multiple Units) and all types of OTMs.....	15
5.3.2	National rule for visibility of vehicle reporting number:	16
5.3.3	National rule for visibility of vehicle reporting number, preferred option:	16
5.3.4	National Rule for visibility of vehicle reporting number, alternative option1:.....	17
5.3.5	National Rule for visibility of vehicle reporting number, alternative option2:.....	17
5.4	National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs)	17
5.4.1	National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs) – Preferred option.....	18
5.4.2	National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs) – alternative option1.....	18
5.4.3	National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs) – alternative option2.....	18
5.5	National Rules for Heritage Vehicles	19
6	General Information on NVR	19
6.1	Registration.....	20
6.2	Modification (Re-Registration).....	22

6.3	Withdrawal.....	23
6.4	Reservations.....	23
7	Access to NVR Data.....	24

Revisions

Issue	Version	Section Number and Reason for Change
1	V1	(first issue)
2	B	General update, numbering system for tractive stock has been updated
3	C	Visibility requirements for tractive stock and sub-types for EMUs have been updated following feedback from the industry

1 Introduction

European Vehicle Number (EVN) and National Vehicle Register (NVR)

Rolling stock identification numbers must enable unambiguous vehicle identification and are essential data for the railway system at:

- vehicle certification and registration;
- monitoring the vehicle in operation;
- reporting of defects observed by lineside or onboard staff;
- managing maintenance;
- handover and acceptance of vehicles between RU's;
- defining vehicle compatibility between RUs and IMs;
- accounting and financial operations.

The relevant European bodies have made the adoption of the European Vehicle Number (EVN) system (which is a development of the previous UIC numbering system) obligatory for all Railway Vehicles which are registered for operation in any member state of the EU.

Therefore in Ireland, each individual rail vehicle must be assigned an EVN. All Irish registered vehicles must be listed in the Irish NVR (National Vehicle Register). In addition each vehicle with a cab operating in the State having a foreign registration must be registered within the Irish NVR.

This guidance provides information on the definition of an EVN, on its placement on rolling stock and on the registration, updating and withdrawal of an EVN from the Irish NVR. It cannot substitute self-study of the relevant regulatory documentation (see clause References).

2 References:

2011/314/EU	TSI CR OPE, COMMISSION DECISION of 12 May 2011 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the trans-European conventional rail system (amended by 2012/464/EU)
Annex P9 of TSI CR OPE	UNIFORM NUMERICAL MARKING OF FREIGHT WAGONS, regularly updated, see: http://www.era.europa.eu/Document-Register/Pages/CR-OPE-TSI.aspx
2012/464/EU	("Omnibus 2012") COMMISSION DECISION of 23 July 2012 amending Decisions 2006/861/EC, 2008/163/EC, 2008/164/EC, 2008/217/EC, 2008/231/EC, 2008/232/EC, 2008/284/EC, 2011/229/EU, 2011/274/EU, 2011/275/EU, 2011/291/EU and 2011/314/EU concerning technical specifications for interoperability
2012/757/EU	TSI OPE, COMMISSION DECISION of 14 November 2012 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union and amending Decision 2007/756/EC (applicable from 01.01.2014)
2007/756/EC	COMMISSION DECISION of 9 November 2007 adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC (as amended by 2011/107/EC, 2012/757/EU)
2011/107/EC	COMMISSION DECISION of 10 February 2011 amending Decision 2007/756/EC adopting a common specification of the national vehicle register
2004/49/EC	DIRECTIVE 2004/49/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive) (as amended by 2008/110/EC)
2008/110/EC	DIRECTIVE 2008/110/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways (Railway Safety Directive)
UIC 438-1	Identification marking for passenger rolling stock
UIC 438-2	Identification marking for freight rolling stock
UIC 438-4	Identification marking for special vehicle
VKM-Register	Regularly updated, see: http://www.era.europa.eu/Document-Register/Pages/list-VKM.aspx
ERA/GUI/07-2011/INT	Guide for the application of the CR OPE TSI According to Framework Mandate C(2007)3371 final of 13/07/2007
ERA/TD/2011-09/INT	CODIFICATIONS OF RESTRICTIONS IN ERATV AND ECVVR, Vers 1.01
ERA/GUI/01-2010/INT	ERA/GUI/01-2010/INT Version 4.00 ECVVR-Guide-V4-00_EN

3 Definitions

Owner Person or entity having ownership of a vehicle and being registered as such in the NVR. It is possible that the Owner has no intention to be Keeper for a vehicle. In these cases vehicles may be hired to a Keeper. It was felt by the EU, that the Owner of a vehicle should not be generally made known either on the vehicle or in the NVR.

Keeper ‘keeper’ means the person or entity that, being the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in the National Vehicle Register (NVR) (taken from Railway Safety Directive 2004/49/EC as amended by 2008/110/EC Art3s)

Each Vehicle must be assigned to a Keeper who assumes all responsibilities for it as defined by legal provisions. The Keeper must register the Vehicle for operation on the European Rail Network and ensure its ongoing maintenance by contracting an ECM.

The Keeper is also the direct contract partner for any Railway Undertaking which moves any of its vehicles as regards the vehicle’s fitness for service or any defects, incidents or accidents occurring. The Keeper identification (VKM Vehicle Keeper Marking) must be marked on all vehicles provided in the NVR, in order to identify the responsible Keeper in the case of any defects, incidents or accidents occurring.

Keepers who are also RUs usually offer the transport capacity of their vehicles directly to fare paying passengers or freight movers. Keepers which are not RUs typically offer the transport capacity of their vehicles to RUs or freight movers for a fee.

ECM ‘entity in charge of maintenance’ means an entity in charge of maintenance of a vehicle, and registered as such in the NVR (taken from Railway Safety Directive 2004/49/EC as amended by 2008/110/EC Art3t)

Each vehicle must for safety reasons be maintained on a permanent basis by the ECM assigned to it by its Keeper. As the ECM has to assume responsibilities and duties in regard to the maintenance, it was defined by the EU, that the ECM must for each vehicle be identified in the NVR.

4 Generation of the EVN

4.1 General Aspects

The EVN consists of a 12 digit number and must in many cases be accompanied by associated Markings. These contain coded information on the Vehicle Category, the index letter coding, the Letter codes on authorised countries to operate and the VKM (Vehicle Keeper Marking) Code.

The EVN 12 digit number contains information in coded format.

Digits of EVN	1 2	3 4	5 6 7 8	9 10 11	-	12
Information contained	Basic information on Type of vehicle and indication of the interoperability capacity	Country Code ('60' for Ireland)	Detailed Vehicle type information (based on main technical characteristics)	Individual vehicle identification number (e.g. Serial Number)		check digit

Table 1

For details on determining the EVN see 2011/314/EU Annex P.

Additional applicable National Rules are indicated in this Guideline.

All parts of the EVN including the serial number will be advised by the RSC, but generally the Keeper is invited to propose a logical sequence, which will then be considered by the RSC.

4.2 Category & Index Letter Marking

For Wagons and Coaches international Category letters and Index letters are defined by UIC and 2011/314/EU Annex P. Further national Index letters may be defined by a Member State. These are added after a hyphen.

Sample:



The above vehicle carries the Category and Index Letter Marking **Bvmsz**^{186.6}

- Category letter B
- Index letters vmsz
- National Index Letters (none)
- Vehicle Type Deutsche Bahn Diagram 186.6 (variant 6 of basic type 186)

In this Guideline the Marking Xyz-t¹²³ is used as placeholder for the vehicle specific marking.

4.3 Digits 5 to 11 for Tractive rolling stock and OTMs

This includes Locomotives, Multiple Units, OTMs (regardless of self propelled or trailing)

Note: 99 is to be used for digits 1 & 2 for OTMs (On Track Machines).

Digits 5 to 11 are defined by National Rules as follows:

- Digits 7&8 are defining the basic **Fleet Type** of a vehicle
- The preceding Digits 5&6 are defining the **Variant within that Fleet Type**,
- The following Digits 9 to 11 are defining the individual vehicle identification number (**Serial Number**) of a vehicle.

Note for information: Following on the first revision of this guidance, representatives of the Keeper of a very large proportion of the tractive fleets operating in Ireland requested the RSC to change the initially agreed and published rules within RSC-G-021 Vers1 and to establish instead the above principles.

This approach was considered to be beneficial by these representatives, as it permits all of the pre-existing 3, 4 or 5 digit running numbers to be incorporated within the new 12digit number.

All digits are defined by the RSC, however any applicant for EVN registration may make reasoned proposals.

Currently the following Basic Fleet Type codes and related Variants are defined/ reserved:

Description	Variant		Fleet Type	
	Digits 5	Digits 6	Digits 7	Digits 8
IÉ 201 Co'Co' Diesel Loco, UIC Type screw coupling drawgear	0	1	1	0
IÉ 201 Co'Co' Diesel Loco, Auto coupler capability	0	2	1	0
IÉ 201 Co'Co' Diesel Loco, Auto coupler capability + NIR-Package	0	3	1	0
IÉ 121 Bo'Bo' Diesel Loco	0	1	1	2
IÉ 141 Bo'Bo' Diesel Loco	0	1	1	4
IÉ 071 Co'Co' Diesel Loco	0	1	1	7
IÉ 181 Bo'Bo' Diesel Loco	0	1	1	8
IÉ 22100 A1 Driving + Premier Seats + Galley + Wheelchair + Universal Toilet	0	1	2	2
IÉ 22200 A2 Driving + Std. Seating + Toilet	0	2	2	2
IÉ 22300 A3 Driving Motor + Std. Seating + Universal Toilet + Parcels + Bikes(optional)	0	3	2	2
IÉ 22400/ 22500/ 22700 B Motor trailer Standard + Toilet	0	4	2	2
IÉ B1 Motor trailer Standard + Toilet + Sanding	0	6	2	2
RESERVED IÉ 22100 A1 Driving + Premier Seats + Galley + Wheelchair + Universal Toilet + NIR Package	0	7	2	2
IÉ 22200 A2 Driving + Std. Seating + Toilet + NIR Package	0	8	2	2
IÉ 22300 A3 Driving Motor + Std. Seating + Universal Toilet + Parcels + Bikes(optional) + NIR Package	0	9	2	2

IÉ 2600 Driving Motor Toilet -- DC1	0	1	2	6
IÉ 2600 Driving Motor -- DC2	0	2	2	6
IÉ 2600 Driving Motor Toilet, Hybrid-- DC1H	0	3	2	6
IÉ 2700 Driving Motor Toilet -- M1	0	1	2	7
IÉ 2700 Driving Motor -- M2	0	2	2	7
IÉ 2700 Driving Motor Bi Cab -- Bi	0	3	2	7
IÉ 2700 Driving Motor, Hybrid -- M2H	0	4	2	7
IÉ 2800 Driving Motor Toilet -- DC1	0	1	2	8
IÉ 2800 Driving Motor -- DC2	0	2	2	8
IÉ 29100 Driving Motor -- DM1	0	1	2	9
IÉ 29200 Motor Trailer Universal Toilet -- MDT	0	2	2	9
IÉ 29300 Motor Trailer Std. Toilet -- MT	0	3	2	9
IÉ 29400 Driving Motor -- DM2	0	4	2	9
IÉ 8100 Driving Motor -- MC	0	1	8	1
IÉ 8300 Driving Trailer -- TC	0	2	8	3
IÉ 8200 Driving Motor -- MC	0	1	8	2
IÉ 8400 Driving Trailer -- TC	0	2	8	4
IÉ 8500- Motor Car -- MC	0	1	8	5
IE 8600-Driving Trailer Car -- TC	0	2	8	6
IÉ 8510-Motor Car -- MC	1	1	8	5
IE 8610-Driving Trailer Car -- TC	1	2	8	6

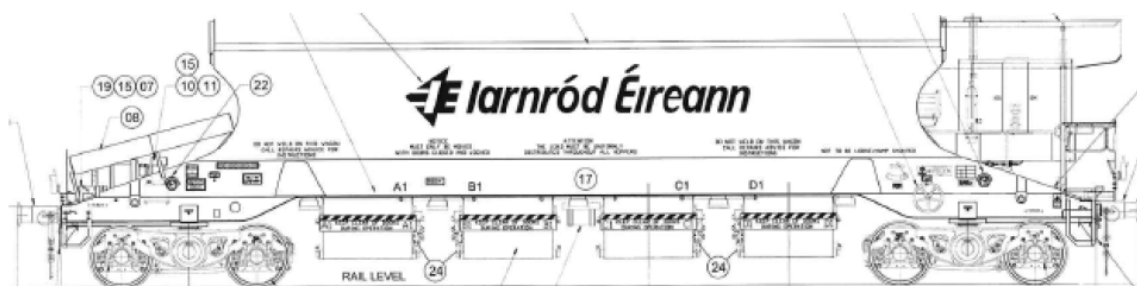
IÉ 8520-Motor Car --MC	2	1	8	5
IÉ 8620-Driving Trailer Car -- TC	2	2	8	6
RESERVED LMSNCC 2-6-4T Mixed Traffic Steam Class WT	0	1	9	0
RESERVED SLNCR 0-6-4T Goods Steam Class Z	0	1	9	1
RESERVED GNR(I) 4-4-0 Express Passenger Steam Class V	0	1	9	2
RESERVED GNR(I) 4-4-0 Q-Class	0	1	9	3
RESERVED GNR(I) 4-4-0 Express Passenger Steam Class S – Rebuild	0	1	9	4
RESERVED GSWR 0-6-0 Goods Steam Class J15	0	1	9	5
RESERVED GSWR 0-6-0 Goods Steam Class J15 – Rebuild	0	2	9	5
RESERVED DSER 2-6-0 Goods Steam Class K2	0	1	9	6

According to 2011/314/EU Annex P2, the national authority can prescribe that the alphabetic country code and the VKM be recorded additional to the 12 digit vehicle number. The National Rule on this is, that Country Code (underlined) and VKM

e.g. IRL-IE

must be provided, unless the Keeper can be clearly and unambiguously be identified by other Markings on the vehicle,

e.g.:



In the latter case it is still highly recommended to apply the Markings anyhow.

4.4 Digits 5 to 8 for Freight Wagons

Please note that the digits contained in this section are for demonstration purposes only, likewise the vehicle category letter and index letter marking 'Xyz-t¹²³'. Both must feature the

correct information on each vehicle. The code '123' in these examples identifies the type of vehicle.

The vehicle category and index letter marking e.g. 'Xyz-t¹²³' must be constructed in accordance with 2011/314/EU Annex P.12.

The national category index letters for freight wagons are defined as follows:

- t compatible with 1600mm track gauge
- u fit for rotary unloading
- v only vacuum braked, no air pipe
- w air braked with trough vacuum pipe
- x reserved
- y reserved
- z reserved

After defining the international category marking e.g. 'Xyz' for the wagon according to Annex P Part 12 of 2011/314/EU, this must be translated into a distinct 4-digit code using Annex P 9.

Should a specific code not be included in P9 already, the applicant may have a new code reserved with ERA, who are administering this list. Only after publication by ERA the new code may be used. It is therefore important, that any such new codes are requested in good time.

Digits 9 to 11 are available to identify the vehicle within the 'series'. Series is defined as a number of identical vehicles of a design type (Interoperability Directive 2008/57/EC). Thus this allows for 1000 vehicles in each variant in the number range 000-999.

It must however be understood, that this numbering range is not exclusive/ unique to a given Type. All Types with the same technical characteristics (i.e. same international category marking and index letter marking) will have to be allocated sections within the range of 000 to 999. The RSC will aim to allocate certain numbering sections to certain types. All numbering proposals must follow this approach.

4.5 Digits 5 to 8 for Coaches

This includes Coaches, Vans, Baggage Cars and Car Transporters intended to operate within passenger trains.

Open seating arrangements must be converted in equivalent numbers of compartments. When converting, at first class the number of seats must be divided by 6 and at second class

the number of seats must be divided by 8. Only full numbers of compartments shall be considered.

If electrically heated coaches are not fitted with any of the defined UIC compatible energy train lines, the coach shall be considered to have autonomous heating.

Digits 9 to 11 are available to identify the individual vehicle.

It must however be understood, that this numbering range is not exclusive/ unique to a given Type. All Types with the same technical characteristics (i.e. same international category marking and index letter marking) will have to be allocated sections within the range of 000 to 999. The RSC will aim to allocate certain numbering sections to certain types. All numbering proposals must follow this approach.

The national category index letters for coaches are currently defined as follows:

- t compatible with 1600mm track gauge
- v only vacuum braked, no air pipe
- w air braked with trough vacuum pipe

4.6 Digit 12 for all vehicles

The applicant must generate Digit 12 as check digit from the other digits. The related mandatory mathematic approach is contained in 2011/314/EU Annex P3.

4.7 Alphabetical Marking of the Interoperability Capability

2011/314/EU Annex P5 defines that vehicles which are not authorised for operation in all Member States of the EU need a marking indicating the Member States where they have been authorised. This marking shall follow the drawings given in that document.

5 Arrangement and Placing of EVN Information on vehicles

The 12-digit number may only be used, if the number was confirmed by the RSC either through direct communication or through publication in the Irish NVR.

Withdrawal of a number in the register mandates that the given vehicle may no longer be operated in service.

The EVN 12 digit number and the additional related Markings shall be displayed on all rolling stock with the size, positioning and spacing as defined by 2011/314/EU and as given below.

Any hyphens as well as the separating blanks between certain digits or the underlining of certain digits are compulsory elements of the EVN and must be provided.

The digits must be of a sans serif font. Further provisions may apply based on the regulatory requirements. Please see References as listed above in this Guidance.

All digits should have the same colour which must clearly be in contrast with any base colours below and around them.

5.1 General arrangements for external Markings

The Markings consist of:

- The European vehicle number (12 digit EVN)
- The marking of the country in which the vehicle is registered (e.g. “IRL-“)
- The European Vehicle Keeper Marking (VKM) (e.g. IE for Iarnród Éireann or RPSI for Railway Preservation Society of Ireland) as defined by the ERA/OTIF VKM-Register,
- The vehicle category letter and index letter marking which consists of letters and numbers (only relevant for coaches and wagons).
- The alphabetical marking of the interoperability capability (permitted countries to operate).

The VKM must follow the hyphen after the letter code for the country of registration, which must be underlined. Only ‘in use’ VKMs of the VKM-Register may be used.

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

The markings shall not be put higher than 2 metres above rail level.

5.2 Wagons

Please note that the digits are contained in this section for demonstration purposes only, likewise is the vehicle category letter and index letter marking ‘Xyz-t¹²³’. Both must feature the correct information on each vehicle. The code ‘123’ is in these examples identifying the type of vehicle (Diagram).

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

23

60 IRL-ABC

8110 001-8

XYZ-t¹²³

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

23 60 8110 001-8

IRL-ABC XYZ-t¹²³

Example:



Note: Based on TSI 2008/107/EC the "TEN" marking generally required for freight wagons is not permitted to be put on wagons which are not of 1435mm gauge. Further the RIV marking is limited to Wagons which fully comply with all applicable RIV requirements.

5.3 Coaches and hauled passenger stock

The number shall be applied to each sidewall of the vehicle in the following manner:

IRL-ACB 12 60 56-78 912-7

XYZ⁹-t¹²³

According to 2011/314/EU the marking of the country in which the vehicle is registered and of the technical characteristics (category and index letter marking e.g. 'Xyz-t¹²³') must be printed directly in front of, behind or under the twelve digits of the vehicle number:

Example on an alternative option:

IRL-ABC 12 60 56-78 912-7 Xyz⁹-t¹²³



Annex P13 of 2011/314/EU defines the vehicle category and index letters for coaches.

The national category index letters for coaches and hauled passenger stock are defined as follows:

-t compatible with 1600mm track gauge

In case of coaches with a driving cab (e.g. driving trailers), the EVN (i.e. 12-digit number only) shall also be written inside the cab.

Digits 5 to 11 of the 12-digit number shall be displayed outside on the front end of the cab following the same rules as for Tractive Stock.

5.3.1 Tractive stock sidewall (incl. Locomotives, Multiple Units) and all types of OTMs

The standard 12-digit EVN must be marked on each sidewall of a unit (i.e. each body shell) in the following manner as required by 2011/314/EU (digits are a samples only, but all spaces and hyphen are compulsory elements):

95 60 0122 131-9

5.3.2 National rule for visibility of vehicle reporting number:

In order to maintain the same level of safety as established by the rules for numbering and reporting of vehicles prevailing on the IRL network before the introduction of the 12 digit numbering system, additional national rules for visibility of the vehicle reporting number are established.

5.3.3 National rule for visibility of vehicle reporting number, preferred option:

It is highly recommended, that digits 7 to 11 within the context of the 12-digit EVN should be displayed at least at the double height of the remaining digits for ease of recognition.

Sample:

95 60 01 **22 131**₋₉

Use of retro-reflective material to enhance visibility is recommended. Use of different colors for the large and small digits is permitted. In this case only two colors may be used and the large digits must be in clear contrast with the background and surrounding area.

Sample:

95 60 01 **22 131**₋₉

If the RU reporting number of a vehicle does not use all of the digits 7 to 11, it is permitted to only enlarge the reporting number.

Samples:

92 60 01 **17 071**₋₇

or alternatively:

92 60 0117 **071**₋₇

92 60 01 **17 071**₋₇

or alternatively:

92 60 0117 **071**₋₇

5.3.4 National Rule for visibility of vehicle reporting number, alternative option1:

If the EVN is not applied as defined in 5.3.3 above, the digits 7 to 11 or alternatively the reporting number of the vehicle shall be provided at a different position on the vehicle. In that case the digits must be in clear contrast with their background and surrounding area and at least 160mm high. As defined by TSI CR OPE these numbers must be clearly distinguishable from the 12digit number.

Sample:

95 60 0122 131-9 and at a separate location **22 131**

Use of reflective material to enhance visibility is recommended.

5.3.5 National Rule for visibility of vehicle reporting number, alternative option2:

If the EVN is not applied as defined in 5.3.3 above, the digits 7 to 11 or alternatively the reporting number of the vehicle shall be given a prominent color to distinguish them from the remaining digits for ease of recognition. In this case only two colors may be used and the digits 7 to 11 must be in clear contrast with the background and surrounding area.

Sample:

95 60 0122 131-9

If the RU reporting number of a vehicle does not use all of the digits 7 to 11, it is permitted to only highlight the reporting number.

Sample

92 60 0117 071-7

Use of retro-reflective material to enhance visibility is recommended.

5.4 National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs)

On any cab front of any unit the digits 5 to 11 must be displayed. A blank must separate digits 5&6 (Variant of Type) from 7 to 11 (type and serial number).

Use of retro-reflective material to enhance visibility is recommended.

5.4.1 National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs) – Preferred option

The digits 5&6 shall have at least a height of 80mm, the remaining digits 7to11 shall have at least double the height of digit 5&6 for ease of recognition.

All digits should have the same color which must clearly be in contrast with any base colors below and around them.

Use of retro-reflective material to enhance visibility is highly recommended.

If the RU reporting number of a vehicle does not use all of the digits 7 to 11, it is permitted to only enlarge the reporting number.

Samples:

01 22101 01 17071 01 26010

5.4.2 National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs) – alternative option1

If the front marking is not applied according to 5.4.1 above, both the digits 5 to 11 as well as at a different position the reporting number of the vehicle shall be provided on the vehicle front. In that case the reporting number must be in clear contrast with their background and surrounding area and at least of double high compared with the digits 5 to 11. The reporting number must be clearly distinguishable from the digits 5 to 11. The digits 5 to 11 must be displayed in at least 80mm height digits.

Sample:

01 22131 and at a separate location 22131

5.4.3 National Rule for visibility of vehicle reporting number on Tractive stock front (incl. Locomotives, Multiple Units, OTMs) – alternative option2

If the front marking is not applied according to 5.4.1 above, the digits 7 to 11 or alternatively the reporting number of the vehicle shall be displayed in a prominent color to distinguish

them from the remaining digits for ease of recognition. In this case only two colors may be used and the digits 7 to 11 must be in clear contrast with the background and surrounding area. Minimum digit height is 80mm.

Sample:

01 22131

If the RU reporting number of a vehicle does not use all of the digits 7 to 11, it is permitted to only highlight the reporting number.

Sample:

01 17071

5.5 National Rules for Heritage Vehicles

It is recommended to apply the same principles as defined for non-heritage vehicles.

If the EVN would interfere with a historic guise of a vehicle, the EVN and associated markings may

- be applied at a more suitable location (e.g. on the solebar, or inside the cab/ vestibule of a vehicle. At all vehicles without cab, the standard 12-digit EVN must be marked at both sidewalls or at least once inside a vestibule.),
- be applied at a more suitable size,
- be applied in a more suitable format (at minimum the 12digits with blanks, underlining and hyphen shall be provided).

Inside all driving cabs, the EVN (i.e. 12-digit number only) shall be displayed.

6 General Information on NVR

The Keeper of a vehicle is in accordance with 2007/756/EC the 'Registration Holder'. The Keeper is the only organisation permitted to request NVR entries for vehicles to be made, modified or subsequently withdrawn (exemption see below).

The Registration as Keeper, ECM or Owner in the NVR will place all associated responsibilities to these entities.

The Keeper has the duty of registration, eventual updating and withdrawal for these vehicles in the Irish NVR at the shortest possible timeframe which may not exceed two weeks in any case. Otherwise the affected vehicles must be suspended from Service. The Keeper must co-operate with the Vehicle's ECM and Owners in this regard.

Note: The Keeper, Owner and ECM may or may not be the same organisation.

Note: In the case of the VKM 'IE', this is currently registered for the organisation Iarnrod Eireann with ERA. Since the separation into IM and RU these separate entities may both be either Owner, Keeper or ECM. In order to clearly distinguish them and until they have registered with ERA under separate VKMs, they shall be registered in the NVR in the sections Owner, Keeper and ECM as either:

- *Iarnrod Eireann, represented by Director IM, or,*
- *Iarnrod Eireann, represented by Director RU.*

6.1 Registration

Updating of NVR data is required, if any of the technical or organisational data encoded in the EVN, the associated Markings or the associated NVR information becomes superseded.

Typical Examples are (not a complete list, for indication only):

- Change of Keeper of a vehicle
- Change of Vehicle Owner
- Change of Vehicle ECM
- Conversion of 1st class to 2nd class Coach
- Reduction of freight wagon payload
- Reduction of coach seating facilities
- Conversion of coach to accommodate Wheelchairs
- Conversion of an existing wagon type into a new variant of type
- An additional 'country package' has been fitted
- An additional APIS was granted by another Member State
- A GSM-R Train Radio has been fitted

The Registration is subject to following National Rules:

1. Any registration must use the electronic RSC registration form sheet (xlsx file format), supplied separate to this document.
2. All Applications may only be provided by the Keeper of a Vehicle (or their authorised representative) to the e-mail address NVR at RSC.ie.

3. If the Keeper has authorised another Organisation to register a vehicle on their behalf, sufficient evidence on this must be provided (e.g. signed declaration(s)) by the Keeper, naming the vehicle/ fleet type and the authorised representative).
4. All Applications must use a separate form sheet per fleet type.
5. All Applications must be accompanied by sufficient evidence (e.g. signed declaration(s)) on the vehicle/ fleet type Owner(s) accepting the related responsibilities.
6. All Applications must be accompanied by sufficient evidence (e.g. signed declaration(s)) on the vehicle/ fleet type ECM(s) accepting the related responsibilities.

For plausibility checking of the coded technical data, all applications must be accompanied by:

7. Dimensioned generic view drawings of each vehicle type (views from side(s), top, front, rear). In the case of passenger vehicles, the seating arrangement drawings must be provided as well.
8. The specific technical data as required to define any information stipulated by 2011/314/EU.
9. A Technical Data Sheet for each type/ variant of Wagon or Coach containing the following data:

Vehicle Type/ Diagram
Maintenance Documentation Abbreviation
Description of Type (Name + main distinguishing features)
Drawing No/ Rev/ Date to define Type
EU/UIC alphanumeric code
Numbers/Ranges internally used at Keeper/ Manufacturer
Numbers/Ranges EVN
EC-declaration [company/doc.ID/date]
APIS (listing as required) [organisation/doc.ID/date] (may e.g. by self approval, NSA APIS)
Build(period) [yyyy-yyyy]/ Builder
Permitted types of bogies/ wheelsets
Min curve radius [m]
Track circuit restrictions (e.g. TCA must be fitted to leading bogie)
Max speed [km/h]
Kinematic gauge
"Coded restrictions" signalling/ radio
Restrictions time based
Restrictions distance based
Restrictions other
Temperature range/ permitted winter conditions

Engine(s), type/ power
Tare weight [t]
Max Service weight [t]
Max Payload tu [t]
Max Axle load [t]
Type of brake
Retardation (min/ max) [m/s ²]
Braked weight empty [%]
Braked weight laden [%]
Changeover at [t]
Information- relating Alphanumeric code/ subtype (digits 5-8) (incl. e.g. lu, tu, heating, seating, compartments)
Information- relating EVN/UIC code (digits 1-4)
Information- general
Statement on above Information last updated and reviewed: Date/author + date/ reviewer

The Keeper has the responsibility to ensure the ongoing correctness of any supplied data.

The RSC will spot check the supplied data for plausibility and place the data into the NVR or return the application to the applying Keeper, if the data is not acceptable.

6.2 Modification (Re-Registration)

Certain technical and organisational characteristics are contained in coded format within the EVN, associated Markings and the NVR.

If any of these are changed, this requires re-registration. It is the duty of the Keeper in co-operation with ECM and Owner to identify such changes and apply for a re-registration in these cases.

The markings displayed on the vehicle must be updated, before it may again be operated on the network.

Should a Keeper, ECM or Owner change, it is the responsibility of the currently registered Keeper to notify the RSC of the change of registration. The former Keeper, ECM or Owner is removed from the NVR and relieved of its responsibilities only when a new Keeper, ECM or Owner has acknowledged its acceptance of these responsibilities.

If on the date of de-registration of the currently registered Keeper, ECM or Owner, no new Keeper, ECM or Owner has accepted this responsibility, the registration of the vehicle will be suspended.

Any Re-Registration shall use the process explained under Registration above and be supported by the same evidence/ data.

6.3 Withdrawal

The Keeper is the only organisation permitted to request NVR entries for vehicles to be withdrawn.

For Owners or ECMs it is however permitted as National Rule to request the removal of their data from the NVR of one or several vehicles, if they no longer intend to be subject to the related responsibilities for these vehicles.

If at the same time these positions are not replaced by the Keeper in providing the information on another Owner or ECM, this will lead to suspension of the vehicles in question.

Any De- or Re-Registration shall use the process explained under Registration above and be supported by the same evidence/ data.

6.4 Reservations

A Keeper may request the RSC to reserve certain numbers in the NVR. Information to be supplied and duration of reservation are decided by the RSC on a case by case basis, by balancing all potential interested parties.

Reserved EVNs may be used on Vehicles under Test operation, but not on vehicles under Interim Operation or Operation (see RSC-G-009).

Any Reservation must be followed by a full Registration Process.

Any Reservation of EVNs shall use the process explained under Registration above and be supported by the same evidence/ data.

7 Access to NVR Data

Access must be controlled as defined by 2007/756/EC. If you require access please send an e-mail to NVR at RSC.ie, stating your name, your company and evidence of your status as Keeper, Owner, ECM, RU, IM or other as applicable. You will then receive the necessary access information.