

European Vehicle Register (EVR) and EU vehicle authorisation

PIRRS, Kick-off meeting
Geneva, 2-4 September 2020



This presentation is for the purpose of information only. A binding interpretation of EU law is the sole competence of the Court of Justice of the European Union.

PURPOSE

Provide information on the purpose, underlying processes and technical arrangements for the EVR/EVN in order to ensure synergies with the PIRRS

CONTENT

- European Vehicle Register (EVR)
- European Vehicle Number (EVN)
- Authorisation of vehicles operated in the EU

A note providing further information submitted for the first meeting

- To ensure traceability and history of rail vehicles operated in EU Member states (Single European Railway area), will have to be, as from 16 June 2021, registered under a European vehicle number in the European Vehicle Register (EVR) using a European Vehicle Number (EVN)
- Currently, vehicles operated in EU MSs are registered in the national registers, using the EVN, whereas a virtual register (ECVVR) supports the exchange of information between EU Member States

- Vehicle registers are introduced in Article 47 of [Directive \(EU\) 2016/797](#) (Railway interoperability Directive)
- The European Centralised Virtual Vehicle Register (**ECVVR**) is defined in Decision 2007/756/EC. Last consolidated version (15.11.2018):
<https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:02007D0756-20181115>
- The European Virtual Vehicle Register (**EVR**), the successor of ECVVR, will be in operation in June 2021. It is defined in Decision (EU) 2018/1614:
<https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32018D1614>

- European Vehicle Register (EVR): successor of ECVVR
- To be hosted by ERA as from June 2021
- Member States have the choice of either hosting their vehicle register until June 2024 or having it hosted by ERA. From June 2024, all vehicle registers will be hosted by ERA
- Vehicle registers are managed by the Registration Entities (RE) of each Member State
- Vehicles are registered by the corresponding Registration Entity after an application for registration submitted by the keeper

EVR records vehicle registrations

Each vehicle registration contains information on (main variables):

- Keeper
- Owner
- Entity in charge of maintenance (ECM)
- 'EC' declaration of verification and the issuing body (the applicant)
- Vehicle keeper marking

Keeper

Organisation name

Registered business
number

Address

Town

Country code

Post code

Email address

Organisation Code

Vehicle Keeper
Marking

- Authorisation for placing on the market
- Area of use

11	Authorisations (*) for placing on the market (?)	
11.1	Name of authorising entity	Entity (National Safety Authority or the Agency) that authorised the placing on the market
11.2	Member State of authorising entity	Member State of authorising entity
11.3	European identification number (EIN)	Harmonised authorisation number for placing in service, generated by authorising entity
11.4	Area of use	As stated in the issued vehicle authorisation.

11.5	Date of authorisation	
11.6	Authorisation valid until (if specified)	
11.7	Date of suspension of authorisation	
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	Conditions for use and restrictions on how the vehicle may be used
11.9.2	Non-coded conditions for use and restrictions	Conditions for use and restrictions on how the vehicle may be used
11.9.2	Non-coded conditions for use and restrictions	Conditions for use and restrictions on how the vehicle may be used

Access to the vehicle registers

- Access rights are managed by the Registration Entities
- Access rights are defined in table 2 of Decision (EU) 2018/1614
- Access to ECVVR/EVR granted by a Registration Entity for (accident) Investigation Bodies and Regulatory Bodies give access to all vehicles registrations in all MSs

3.3.2. Access rights

The access rights to data of EVR are listed in the table below:

Table 2

Entity	Read rights	Update rights
RE of Member State 'XX'	All data	All data in vehicle register of MS 'XX'
NSA	All data	None
Agency	All data	None
Keeper	All data on vehicles of which it is keeper	None
ECM	All data, except owner's references, of vehicles for which it is ECM	None
Owner	All data on vehicles of which it is owner	None
Railway undertaking	All data, except owner's references, based on one or more vehicle numbers	None
Infrastructure manager	All data, except owner's references, based on one or more vehicle numbers	None
Investigating body referred to in Article 22 of Directive (EU) 2016/798 and regulatory body referred to in Article 55 of Directive 2012/34/EU of the European Parliament and of the Council ⁽¹⁾	All data on vehicles being checked or audited	None
EC declaration of verification issuing body (the applicant)	All data on vehicles of which it is EC declaration of verification issuing body (the applicant), except owner's references	None
Other legitimate user recognised by NSA or the Agency ⁽²⁾	To be defined as appropriate, duration possibly limited, except owner's references	None

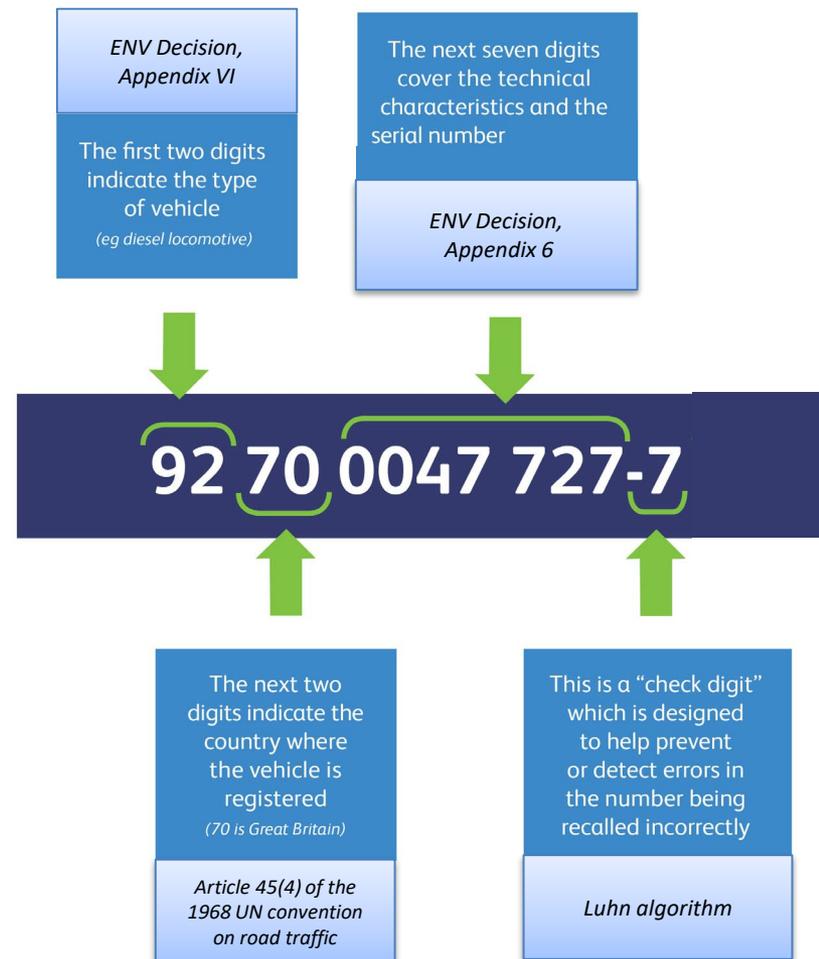
⁽¹⁾ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).

⁽²⁾ The Agency shall, in cooperation with the NSAs, define the procedure for recognising legitimate users.

The access rights to data of EVR may be extended to relevant third country entities or intergovernmental organisation when an international agreement to which the European Union is party provides for that.

European Vehicle Number (EVN)

- EVN structure > example



European Vehicle Number (EVN)

- Currently, about 1M vehicles uses EVN
- Specific provisions in place (e.g. for 1520mm railways vehicles)

“In the case of vehicles authorised for the first time in a third country and subsequently used in a Member State, that Member State shall ensure that the vehicle data, including at least data relating to the keeper of the vehicle concerned, the entity in charge of its maintenance and the restrictions on how the vehicle may be used, can be retrieved through a vehicle register or are otherwise made available without delay in an easily readable format and in accordance with the same non-discriminatory principles that apply to similar data from a vehicle register.”

- Any rail vehicle intended for operation in EU member states must be authorised according to the commonly defined procedure
- Authorisation applies to vehicles and to vehicle types
- A vehicle authorisation for placing on the market will always result in a vehicle type authorisation granted at the same time (when vehicle type authorisation was not previously available)
- A vehicle type authorisation (i.e. the design) does not necessarily require that a vehicle conforming to that type is authorised, the decision lies with the applicant
- Applications handled via One-Stop-Shop and delivered by either EUAR or National Safety Authority (of EU Member State)
- **Whereas each authorisation has its own internal identifier, the vehicle is assigned a number (EVN) by the registration entity at the moment of registration in a given EU member state**

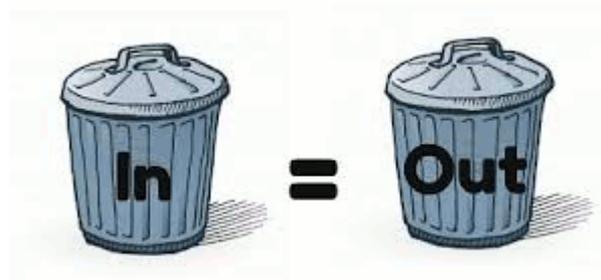
Specific provisions applicable for:

- ***freight coaches** which are in shared use with third countries, the track gauge of which is different from that of the main rail network within the Union and authorised in accordance with a different vehicle authorisation procedure.*
- ***locomotives or self-propelling trains** arriving from third countries and intended to run until a station that is situated close to the border in its territory and designated for crossborder operations*

And also:

- *There is mutual recognition for those vehicles which are admitted to operation based on COTIF Appendices AMTF and ATPU*

- Different vehicle types are defined in EU legal acts, including the EVR regulation (tractive vehicles)
- The [UNECE, ITF, Eurostat \(2019\) Glossary for Transport Statistics, 5th edition](#) contain definitions for the main types
- A common terminology and sound taxonomy are needed to support the delivery of the PIRRS





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