

Common sector opinion concerning the use of EVN and its desired evolution

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Preamble

On top of the Joint statement on the Agency becoming a registration entity for railway vehicles published on 15 November 2023, AERRL, ALLRAIL, CER, ERFA, UIC, UIP, UIRR and UNIFE have defined a common position about the use of the current European Vehicle Number and a vision of its evolution.

1. Introduction of EVN as a random and permanent identifier, automatically generated.

The current “speaking vehicle number” has a large and intensive use in all the sectors of the railway. It’s used by infrastructure managers, railway undertakings, keepers, ECMs, owners, manufacturers, NSAs, and above all in operational sectors for the information it provides by itself. A change would have a heavy and expensive impact on sector companies for updating actual managing tools, and staff training. Many existing IT systems and data exchange interfaces have built-in validations. Adjustments of these systems would produce high efforts and huge costs without a clear added value.

The EVN with its EVN structure -as a speaking number- is from the railway sector’s point of view an important advantage and not a disadvantage. The EVN Structure must remain as it is today, and we reject as Railway Sector the proposal of DG MOVE/ERA of an automatically generated number. The need is not to have a permanent and unchanging number but to perform the traceability of change if any, that is ensured by EVR.

A non-speaking (random) EVN as a unique identifier is therefore not productive, because it does not prevent to ensure the traceability of the vehicle from its placing on the market till its scrapping as its administrative and technical characteristics can evolve during its lifecycle.

In addition, changing the EVN in case of technical / usage change is a very rare process: statistics in NVR/EVR records will easily assess the small size of the EVN change. Changing the registered entity, which leads to a new EVN, is the free choice of the keeper and cannot be counted in this EVN discussion.

In case we run out of EVN numbers for certain types of vehicles, we can find simple solutions without changing the construction and logic from the current EVN numbering. E.g. reuse withdrawn EVNs or use reserved codes. Besides, it is likely that possible EVN numbering deadlocks are not a topic in



every Member State and therefore not a general “problem”. The only known shortage of EVN numbers concerns flat wagons type S in Germany.

EVN is also used wider than EU, in OTIF and OSJD world. A change in the EVN structure cannot be decided only on the EU/ERA level.

2. Separation of Authorization and Registration

The authorization process and the registration process are almost always managed by different entities. While authorization is typically managed by manufacturers, the registration of a vehicle is under the responsibility of the keepers. As such both processes shall remain strictly separated.