



Criteria for allocation of vehicle numbers and type designations

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1 Preamble

This document describes regulations for issuing vehicle numbers and type designations for vehicles subject to registration in the Norwegian national vehicle register (NVR). The regulations are based on Commission Decision 2006/920/EC of 11 August 2006 concerning the technical specification of interoperability relating to the subsystem 'Traffic Operation and Management' of the trans-European conventional rail system (TSI OPE) Annex P. According to Regulations of 6 June 2008 on the implementation of Commission Decision 2007/756/EC of 9 November 2007 adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC section 3, the Norwegian Railway Inspectorate shall make the criteria for allocation of vehicle numbers and a standard form for registration of vehicles available at www.sjt.no. This document contains these criteria.

TSI OPE is available in Norwegian and English at:

<http://www.lovdatab.no/cgi-wif/ldles?ltdoc=/for/ff-20080425-0412.html>.

Commission Decision 2007/756/EC is available in Norwegian and English at:

<http://www.lovdatab.no/cgi-wif/ldles?ltdoc=/for/ff-20080606-0550.html>.

The European Vehicle Number (EVN) consists of 12 figures organized in different groups:

- Digits 1 – 2 Indication of the interoperability
- Digits 3 – 4 Numerical country code. Norway has 76.
- Digits 5 – 8 Technical characteristics
- Digits 9 – 11 Serial number
- Digit 12 Check digit

For most of these groups there are different regulations for wagons, coaches, tractive stock and special vehicles. Please refer to TSI OPE Annex P for a more detailed description.

2 Definitions

2.1 Vehicle

The term 'vehicle' is defined in Article 2(c) of the Directive 2008/57/EC on the interoperability of the rail system within the Community: "'vehicle" means a railway vehicle that runs on its own wheels on railway lines, with or without traction. A vehicle is composed of one or more structural and functional subsystems or parts of such subsystems;'

2.2 Electrical (locomotive, multiple unit set, etc.)

Vehicles able to convert electricity from the catenary to traction. Thus, dual mode locomotives such as General Electric P32 AC-DM, which can run on both electrical power from third rail and diesel power, are defined as electrical locomotives.

2.3 Diesel (locomotive, multiple unit set, etc.)

Vehicles unable to convert electricity from catenary to tractive power. Thus, vehicles running on batteries only are defined as diesel vehicles. Since Ska 223 are only able to charge their batteries with their pantographs, they are defined as diesel shunting locomotives.

2.4 Wagons, coaches, tractive rolling stock and special vehicles

The terms wagons, coaches (hailed passenger vehicles), tractive rolling stock and special vehicles are used in the same way as in TSI OPE Annex P. This usage may differ from the definitions given in Norwegian regulations.

3 Indication of the interoperability (digits 1 – 2)

3.1 Wagons

See TSI OPE Annex P.6.

3.2 Coaches

See TSI OPE Annex P.7.

3.3 Tractive rolling stock and special vehicles

See TSI OPE Annex P.8.

The first digit is 9. The second digit describes the type of tractive rolling stock according to the table in TSI OPE Annex P.8.

4 Country code (digit 3 – 4)

The country code for Norway is 76, cf. TSI OPE Annex P.4.

5 Technical characteristics (digits 5 – 8)

5.1 Wagons

See TSI OPE Annex P.9.

This annex is available as an electronic file on the European Railway Agency's homepage:

<http://www.era.europa.eu/public/core/interoperability/Pages/Documents.aspx>

5.2 Coaches

See TSI OPE Annex P.10.

5.3 Tractive rolling stock

It should be possible to uniquely identify each Norwegian tractive vehicle with digits 6 – 11.

5.3.1 Digit 5

For the moment only the figure 0 is used.

5.3.2 Type of tractive rolling stock (digit 6)

The following coding is used:

- 1 Electric line locomotives
- 2 Shunting locomotives
- 3 Diesel line locomotives
- 4 Electric multiple unit sets
- 5 Diesel multiple unit sets
- 6 *Reserved for future use.*
- 7 *Reserved for future use.*
- 8 *Reserved for future use.*
- 9 *Reserved for future use.*

5.3.3 Type number for tractive rolling stock (digits 7 – 8)

Serial number beginning with 01.

5.3.4 Digits 5 – 8 for existing vehicles

EI 13	0113
EI 14	0114
EI 16	0116
EI 17	0117
EI 18	0118
Skd 220	0220
Ska 223	0223
Skd 224	0224
Skd 226 (Z66)	0226
Skd 227 (Z70/Z71)	0227

Di 2	0302
Di 3	0303
Di 4	0304
Di 8	0308
Di 9 (CD66)	0309
Di 10 (T43)	0310
Di 11(Mz)	0311
Type 68	0468
Type 69	0469
Type 70	0470

Type 71	0471
Type 72	0472
Type 73	0473
Type 92	0592
Type 93	0593
Type 501 (Y1)	0501

5.4 Special vehicles

5.4.1 Digit 5

Digit 5 shall always be 9.

5.4.2 Digits 6 – 8

Se TSI OPE Annex P.11.

6 Serial number (digits 9 – 11)

Series of serial numbers starts with 001.

Each unique combination of the digits 5 to 8 of the EVN for wagons, coaches and tractive rolling stock are given their own series of serial numbers.

For special vehicles, individual series of serial numbers are given for each unique combination of type and sub-type number (digits 7 – 8).

On existing vehicles, the existing serial number may be kept as far as possible.

7 Check digit (digit 12)

See TSI OPE Annex P.3.

8 Vehicle numbers for existing vehicles

8.1 Wagons

Norwegian wagons used on the national rail network are already given an EVN according to TSI OPE. Thus, there are no changes for these vehicles regarding vehicle identification.

8.2 Coaches

All coaches must receive new vehicle numbers. However, it is still possible to keep the existing numbers as an internal identification for the owner or keeper of the coach, and even retain the marking of this number.

8.3 Tractive rolling stock

New vehicle numbers will be issued for all tractive rolling stock. However, it is possible to issue serial number in a manner that keeps changes to a minimum. The numbering scheme in this document is made with the ambition that it should be possible to extract the old identification from the new vehicle number.

8.3.1 Examples of new numbers

EI 18 2242	becomes	91 76 0 118 242-6
	(alternatively)	91 76 0 118 002-4)
Di 3 628	becomes	92 76 0 303 628-0
Z70 702	becomes	98 76 0 227 702-0
BM92.01+BS92.51	becomes	95 76 0 592 001-7
BM71.001+BFM71.101+BMU71.201	becomes	94 76 0 471 001-4

For multiple units, please note that there will only be issued one vehicle number per multiple unit. The vehicle keeper or railway undertaking may on multiple units (or other articulated vehicles) retain existing identification or similar information to identify single units in the set. Such information may be marked on the vehicle.

8.4 Special vehicles

The Norwegian National Rail Administration (Jernbaneverket) and Baneservice have started marking their vehicles according to TSI OPE Annex P.11 and the Norwegian National Rail Administration's internal provisions (JD 601-1). The Norwegian Railway Inspectorate's criteria for allocation of vehicle numbers and JD 601-1 have identical rules for special vehicles. The criteria given in this document should from now on be regarded as the official regulations in force in Norway.

9 Vehicle number for the first new vehicle

The examples below show the vehicle number for the first vehicle of the first new vehicle model:

- Electrical line locomotive 91 76 0 119 001-5
- Shunting locomotive 98 76 0 228 001-6, or
97 76 0 228 001-7 if the shunting locomotive is electrical
- Diesel line locomotive 92 76 0 312 001-9
- Electrical multiple unit 94 76 0 401 001-9
- Diesel multiple unit 95 76 0 502 001-6¹

10 Type designations (letter marking)

10.1 Wagons

See TSI OPE Annex P.12.

Please note that there are different tables for unarticulated wagons and articulated or multiple wagons.

If there are several types of wagons with the same designation, the vehicle keeper may add a type number. In writing and marked on the wagons these type numbers are given as superscript.

10.2 Coaches

See TSI OPE Annex P.13.

If there are several types of coaches with the same designation, the vehicle keeper may add a type number. In writing and marked on the coaches these type numbers are given as superscript.

10.3 Tractive rolling stock

- Shunting locomotives: Designation Sk sub-designation and three figure serial with 2 as the first digit. Sub-designations are:
 - a – powered from batteries
 - d – diesel powered
 - e – powered from the catenary
 - Hybrids use two or more sub-designations (in alphabetical order).

¹ As digits 5 – 8 for Y1 are already reserved (0501, see section 5.3.4), the first available type number for diesel tractive vehicles is 0502.

- Diesel locomotives: Designation Di and a two-figure serial number. Hybrids might use sub-designations in a similar manner to shunting locomotives, i.e. a diesel-battery hybrid will be designated Dia.
- Electrical locomotives: Designation EI and a two-figure serial number. Hybrids might use sub-designations in a similar manner to shunting locomotives, i.e. an el-diesel hybrid will be designated Eld.
- Multiple units receive the last three digits of the technical characteristics (type number) of the vehicle number (digits 5 – 8) as type designation.

Written and spoken the designation is given as **Type xxx**.

Type designations for existing vehicles are kept to avoid unnecessary changes to established names on existing vehicles, e.g. *type 69*.

10.4 Special vehicles

The criteria for allocation of type designations given in this document, are only applicable in Norway. The criteria might be subject to revisions, for example as a result of changes in international regulations.

Special vehicles receive a designation indicating type and subtype. The following types of special vehicles are registered in Norway at the moment:

Type	Designation	Type/subtype number, i.e. digits 7–8 according to TSI OPE Annex P.11
Track renewal train	SPOT	11
Ballast cleaning machine	BRV	14
Rail fastener mounting machine	FEST	20
Sleeper exchanger	SBM	20
Continuous tamper	PMX	21
Other plain track tamper	PML	22
Combined switch and plain track tamper	PMK	24
Ballast plough	PLOG	25
Track stabilizer	SS	26
Multi purpose overhead machine	LM	31
Catenary service vehicle	LTR	36
Tunnel cleaning scaffold	RENS	43
Trailer	Q	50 (usually)
Long rail loading/unloading wagon	RUTC	51
MFS-wagons	MFS	52
Measuring vehicle	SMV	62
Emergency multiple unit set	UMV	74
Utility service vehicle	LT	85
Snow suction cleaner	SUG	90

Snow blower	FRES	91
Snow broom	SVK	93

If there are several types of special vehicles with the same designation, the vehicle keeper may add a type number. In writing and marked on the vehicles these type numbers are given as superscript.

When necessary, the Norwegian Railway Inspectorate will assign new designations.