# List of harmonised and national restriction codes

<table>
<thead>
<tr>
<th>Document ID</th>
<th>ERA/TD/2011-09/INT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Origin</td>
<td>ERA</td>
</tr>
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## Document History

<table>
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<tr>
<th>Version</th>
<th>Date</th>
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<tr>
<td>1.00</td>
<td>30/06/2011</td>
<td>First issue. Adapted according to draft ERATV decision.</td>
</tr>
<tr>
<td>1.01</td>
<td>13/04/2012</td>
<td>Code 05.01 added, update of reference to ERATV</td>
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<tr>
<td>1.02</td>
<td>08/10/2014</td>
<td>“0” was removed from all codes</td>
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<tr>
<td>1.03</td>
<td>08/02/2018</td>
<td>Updated document layout. New codes from:</td>
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<tr>
<td></td>
<td></td>
<td>- Agency Recommendation of project Rationalisation of vehicle-related registers (RVRR).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Finish NSA request (code 2.6.201)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- NOI TSI Working Party (codes 2.7.xxx)</td>
</tr>
<tr>
<td>1.04</td>
<td>17/10/2018</td>
<td>Corrected typo on document history date (version 1.03 correct date is 08.02.2018). No changes in document content.</td>
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<tr>
<td>1.05</td>
<td>17/06/2019</td>
<td>Update of Tables 3 and 4 after update to v4.0 of TD/2011-11 List of CCS Class B systems</td>
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<tr>
<td>1.06</td>
<td>01/10/2019</td>
<td>New codes for:</td>
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<tr>
<td></td>
<td></td>
<td>- Identifying historical vehicles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- on-board equipment – recording devices</td>
</tr>
<tr>
<td>1.07</td>
<td>29/04/2020</td>
<td>Updated contact point email to <a href="mailto:servicedesk@era.europa.eu">servicedesk@era.europa.eu</a></td>
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<tr>
<td>1.08</td>
<td>15/12/2020</td>
<td>Added codes explanations. Alignment of the document to current legal texts.</td>
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<td>1.09</td>
<td>05/03/2021</td>
<td>Corrected typo in table 4, code 2.5.124.</td>
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<td>Updated explanation in table 4, code 2.3. Corrected typo in table 4, code 3.1.</td>
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<td>1.11</td>
<td>19/01/2021</td>
<td>Updated table 4, code 3.1, name and comment.</td>
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<td>1.12</td>
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<td>Updated table 4, code 2.7.2 comment.</td>
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<tr>
<td>1.13</td>
<td>22/09/2023</td>
<td>Updated table 3 and 4 according to Annex II of Regulation 2023/1695.</td>
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<td>1.14</td>
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<td>New code 5.1.04. Introduction updated. Harmonised restriction codes introduction updated. Section 2.5 updated: Split of LZB values in row 54. Section 2.6 updated</td>
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</table>
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INTRODUCTION

This document describes the list of harmonised and national restriction codes for the whole of the Union rail system, to be referred in ECVVR(NVR), EVR, ERATV, ERADIS and in vehicle and vehicle type authorisations delivered (OSS), as specified in the following legal texts:

National Vehicle Register / European Vehicle Register:
- Directive (EU) 2016/797:
  o Article 47(3): “The national vehicle register shall contain at least the following elements: ... (e) restrictions on how the vehicle may be used;...”
- Decision 2007/756/EC (NVR Decision)
  o Annex, Appendix 1: The Agency shall keep up-to-date and publish on its web site the list of harmonised restriction codes for the whole of the Union rail system.
  o Annex, Appendix 1: The Agency shall keep a unique list of restriction codes for the EVR, the European register of authorised types of vehicles referred to in Article 48 of Directive (EU) 2016/797, the one-stop shop and the European Railway Agency Database of Interoperability and Safety.
- Decision (EU) 2018/1614 (EVR Decision):
  o Annex II, Appendix 1: The Agency shall keep a unique list of restriction codes for the EVR, the European register of authorised types of vehicles referred to in Article 48 of Directive (EU) 2016/797, the one-stop shop and the European Railway Agency Database of Interoperability and Safety.

European Register of Authorised Types of Vehicles:
- Directive (EU) 2016/797:
  o Article 48(3): “The register shall include at least the following elements for each type of vehicle: ... (c) the data of the authorisations related to the area of use for a vehicle type, including any restrictions or withdrawals.”
- Decision 2011/665/EU (ERATV Decision):
  o Article 4: “The list of harmonised restriction codes shall be the list referred to in Commission Implementing Decision (EU) 2018/1614”

Vehicle type authorisation and vehicle authorisation for placing on the market:
- Directive (EU) 2016/797:
  o Article 15(4): “The applicant shall be responsible for compiling the technical file that is to accompany the ‘EC’ declaration of verification. That technical file shall contain...all the elements relating to the conditions and limits of use...”
  o Article 21(10): “Vehicle authorisations for placing on the market shall state: ... (d) the conditions for use of the vehicle and other restrictions.”
- Regulation (EU) 2018/545:
  o Article 20: “The applicant shall identify the intended conditions for use of the vehicle and other restrictions linked to the vehicle type”
  o Article 27(2): “In order to mitigate a situation of non-conformity the applicant may, alternatively, do one or more of the following: .... (b) establish conditions for use of the vehicle and other restrictions as pursuant to Article 20 ...”
  o Article 39(5):”An assessment file shall be issued by the authorising entity and shall contain the following: (a) ... and, where appropriate, conditions for use or restrictions...”
  o Article 46(4): “The authorising entity shall state the following in its decision: (a) any conditions fro use of the vehicle and other restrictions...”
  o Article 48 : “The vehicle type authorisation issued by the authorising entity shall contain the following information: (....) (c) an identification of the basic design characteristics of the vehicle type: (....)(iii) the conditions for use of the vehicle and other restrictions;”
- **Article 49**: “The vehicle authorisation for placing on the market issued by the authorising entity shall contain the following information: (…) (d) identification of the: (…) (iii) conditions for use of the vehicle and other restrictions;”
- **Annex I**: “Content of the application (…) 14. Conditions for use of the vehicle and other restrictions (to be specified according to Decision 2011/665/EU Annex II) (M)”

- **Regulation (EU) 2019/250:**
  - **Annex I, II, III, IV & V**: “The following conditions of use and other restrictions apply: [List or reference to the list of conditions for use and other restrictions; When a reference to a list of conditions for use and other restrictions is made, such list shall be accessible to the authorising entity”

**Note:** Coded conditions for use and other restrictions should only be added to a record being created in a register or database (ERATV, ECVVR, EVR, ERADIS) if the value for the coded condition for use and other restrictions is not already included in one of the record’s technical parameters.

For example, considering ERATV, please refer to the explanations about the Coded conditions for use and other restrictions included in the ERATV Application guide – Directive (EU) 2016/797.
### Abbreviations and References

#### Abbreviations and acronyms

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency / ERA</td>
<td>European Union Agency for Railways</td>
</tr>
<tr>
<td>ECVVR</td>
<td>European centralised virtual vehicle register</td>
</tr>
<tr>
<td>ERADIS</td>
<td>European Railway Agency Database of Interoperability and Safety</td>
</tr>
<tr>
<td>ERATV</td>
<td>European register of authorised types of vehicle</td>
</tr>
<tr>
<td>EVR</td>
<td>European Vehicle Register</td>
</tr>
<tr>
<td>MS</td>
<td>Member State</td>
</tr>
<tr>
<td>NVR</td>
<td>National vehicle register</td>
</tr>
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<td>NSA</td>
<td>National safety authority</td>
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<td>OSS</td>
<td>One Stop Shop</td>
</tr>
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<td>RVRR</td>
<td>Recommendation on the Rationalisation of vehicle-related registers</td>
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<td>Working Party</td>
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#### References

<table>
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<tr>
<th>[N°]</th>
<th>Title</th>
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</thead>
<tbody>
<tr>
<td>[4]</td>
<td>EU Interinstitutional style guide</td>
</tr>
<tr>
<td>[8]</td>
<td>Regulation 2019/250</td>
</tr>
</tbody>
</table>
**HARMONISED RESTRICTION CODES**

This section includes the list of harmonised restriction codes for the whole of the Union rail system.

These codes are applicable in all the Member States.

If an Authorising Entity (NSA or ERA) considers that a new code needs to be added to the list of harmonised restriction codes, it will request the Agency to evaluate the inclusion of this new code.

The request must be sent to the following email address: servic desk@era.europa.eu indicating in the subject line “List of harmonised coded restrictions – request for a restriction code” and providing justification of the need and an explanation of the new code including (format of the data, content expected)

The Agency will evaluate the request, in consultation with other Authorising Entities, where appropriate. When appropriate, the Agency will include a new restriction code in the list.

The list of harmonised restriction codes is included in Appendix 1 - Table 1 and published on the Agency website.

*Note*: Coded conditions for use and other restrictions should only be added to a record being created in a register or database (ERATV, ECVVR, EVR, ERADIS) if the value for the coded condition for use and other restrictions is not already included in one of the record’s technical parameters.

For example, considering ERATV, please refer to the explanations about the Coded conditions for use and other restrictions included in the ERATV Application guide – Directive (EU) 2016/797.
NATIONAL RESTRICTION CODES

Use of national restriction codes is limited to those restrictions that reflect particular characteristics of the existing railway system of a Member State and are unlikely to be applied with the same meaning in other Member States.

For types of restrictions not indicated in the list referred to in section 0, the NSA may request the Agency the inclusion of a new code in the list of national restriction codes. The Agency will evaluate the request, where appropriate in consultation with other national safety authorities. If appropriate, the Agency will include a new restriction code in the list.

The request should include the meaning of the restriction in the language of the MS and in English. The request must be sent to the email address servicedesk@era.europa.eu indicating in the subject line “List of harmonised coded restrictions – request for a national restriction code” and providing justification of the need and an explanation of the new code including (format of the data, content expected).

The national restriction code is preceded by the country code as officially published and updated on the European website in the Interinstitutional style guide [4].

The list of national restriction codes is included in Appendix 1 - Table 2 and published on the Agency website.
UPDATING

This document will be updated following the received requests referred to sections 3 and 4.
Appendix 1

LIST OF RESTRICTION CODES

The structure of a code is a combination of:
- Category of restriction
- Type of restriction
- Value or specification.

Which are joint by a dot (.):

[Category].[Type].[Value or specification]

Table 1. Harmonised restriction codes

<table>
<thead>
<tr>
<th>Cat</th>
<th>Type</th>
<th>Value or specification</th>
<th>Name</th>
<th>Date¹</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>Technical restriction related to construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>[Number]</td>
<td></td>
<td>Minimum curve radius in meters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>-</td>
<td></td>
<td>Track circuit restrictions</td>
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¹ Date of insertion in the list
<table>
<thead>
<tr>
<th>Cat</th>
<th>Type</th>
<th>Value or specification</th>
<th>Name</th>
<th>Date¹</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 3   | [Number] | Speed restrictions (on the given network) in km/h | | | The values to be mentioned are the ones defined in the issued vehicle type authorisation and/or vehicle authorisation for placing on the market. E.g., For the trainsets we should have:  
- Area of use France: Speed restrictions (on the given network) in km/h: 300km/h  
- Area of use Germany: Speed restrictions (on the given network) in km/h: 250km/h  
For the freight wagon:  
- Speed restrictions (on the given network) in km/h: 100km/h loaded and 120km/h empty  
If the system would not allow having more than once this coded restriction, a coded restriction is to be created with one speed value and a non coded restriction with the other speed values. |
| 4   | [Number] | Use in multiple operation (maximum number of trainsets authorised to be coupled together to operate as a single train) | | | |

¹ Date: The date the restriction was issued.
<table>
<thead>
<tr>
<th>Cat</th>
<th>Type</th>
<th>Value or specification</th>
<th>Name</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Geographical restriction</td>
<td>1</td>
<td>Alphanumeric</td>
<td>Kinematic gauge (coding WAG TSI)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>Coded list</td>
<td>Wheelset gauge</td>
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<tr>
<td></td>
<td></td>
<td>1</td>
<td>Variable</td>
<td>Variable gauge 1435/1520</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>Variable</td>
<td>Variable gauge 1435/1668</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>Gauge</td>
<td>Gauge 1000</td>
<td>08.02.2018</td>
</tr>
<tr>
<td></td>
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<td>4</td>
<td>Gauge</td>
<td>Gauge 1435</td>
<td>08.02.2018</td>
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<td></td>
<td></td>
<td>5</td>
<td>Gauge</td>
<td>Gauge 1520</td>
<td>08.02.2018</td>
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<td>Gauge</td>
<td>Gauge 1524</td>
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<td>8</td>
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<td>1668</td>
<td>Gauge</td>
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<td>This is to indicate the selected gauge</td>
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<tr>
<td>3</td>
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<td>No CCS on board</td>
<td></td>
<td>Code to be used for all non-CCS equipped vehicles (e.g. for freight wagons, code 2.3 means NO CCS on board)</td>
</tr>
</tbody>
</table>
| 4   | Coded list |                          | ERTMS on board | | For the ETCS, level 1, 2 or 3 relate to trackside application level and not to the on-board equipment. The value to be mentioned is only if there is ETCS on board or not.  
E.g.: A vehicle able to operate on level 2 track is equipped with ETCS + GSM-R for ETCS, which correspond to codes 4.2.10 and 4.2.21. |
<p>| 10  |      |                        | ETCS | 08.02.2018 | If the ETCS Class A train protection part is installed. |
| 20  |      |                        | GSM-R voice | 08.02.2018 | If the Class A voice radio communication part is installed |
| 21  |      |                        | GSM-R for ETCS | 08.02.2018 | If the Class A data radio communication part is installed |
| 5   | Coded list |                          | B System on board | | If the vehicle is equipped with more than one system, an individual code for each system must be indicated. |
| 1xx |      |                        | Class B signalling system | | (see Appendix 2 - Table 3) |
| 2xx |      |                        | Class B radio system | | (see Appendix 2 - Table 4) |</p>
<table>
<thead>
<tr>
<th>Cat</th>
<th>Type</th>
<th>Value or specification</th>
<th>Name</th>
<th>Date</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>6</td>
<td>Coded list</td>
<td>Other CCS systems on board</td>
<td></td>
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<td>If the vehicle is equipped with more than one system, an individual code for each system must be indicated.</td>
</tr>
<tr>
<td>1xx</td>
<td>Other CCS signalling systems on board</td>
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<td></td>
<td>(see Appendix 2 - Table 5)</td>
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<tr>
<td>2xx</td>
<td>Other CCS radio systems on board</td>
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<td>(see Appendix 2 - Table 6)</td>
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<td>7</td>
<td>Coded list</td>
<td>Noise category</td>
<td>08.02.2018</td>
<td>The quieter routes apply only to wagons in the scope of the Wagon TSI (refer to Article 5a of the Noise TSI).</td>
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<tr>
<td></td>
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<td>For wagons equipped with cast iron brake blocks the code to be used depends on the noise level of the wagon. Point 7.2.2.2 of the Noise TSI provides the different possibilities.</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Can be used in all quieter routes - Noise TSI compliant - Retrofitted without testing</td>
<td></td>
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<td>This case applies to wagons retrofitted as explained in the second paragraph of point 7.2.2 of the Noise TSI</td>
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<td>Can be used in all quieter routes - Noise TSI compliant (tested against the Noise TSI)</td>
<td></td>
<td></td>
<td>Tested in this context should be understood as assessed against the Noise TSI (fully tested or assessed using the simplified method set out in point 6.2.3 of the Noise TSI)</td>
<td></td>
</tr>
<tr>
<td>Cat</td>
<td>Type</td>
<td>Value or specification</td>
<td>Name</td>
<td>Date¹</td>
<td>Comments</td>
</tr>
<tr>
<td>-----</td>
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<td>------------------------</td>
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</tr>
<tr>
<td>3</td>
<td></td>
<td>Can be used in all quieter routes - Noise TSI compliant - Noise emissions at least 3 dB below the relevant value set out in the Noise TSI (tested against the Noise TSI)</td>
<td>Tested in this context should be understood as assessed against the Noise TSI (fully tested or assessed with the simplified method set out in point 6.2.3 of the Noise TSI) Note: The value of 3 dB was specified in the repealed Regulation (EU) 2015/429. This regulation allowed additional discounts from track access charges for very quiet wagons.</td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td></td>
<td>Can be used in all quieter routes - Noise TSI not compliant - Exempted in accordance with the Noise TSI</td>
<td>Exemptions are set out in the first paragraph of point 7.2.2 of the Noise TSI: Wagons mostly operated on lines with a gradient of more than 40 ‰, wagons with a maximum operating speed higher than 120 km/h, wagons with a maximum axle load higher than 22.5 t, wagons exclusively operated for infrastructure works and wagons used in rescue trains</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>Can be used in quieter routes only in this MS - Covered by particular implementation rules</td>
<td>Particular implementation rules are set out in section 7.4 of the Noise TSI</td>
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<tr>
<td>6</td>
<td></td>
<td>Can be used in quieter routes only in this MS - Fitted with historic composite brake blocks</td>
<td>Historic composite brake blocks are covered by appendix E of the Noise TSI</td>
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<tr>
<td>7</td>
<td></td>
<td>Can’t be used in quieter routes</td>
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<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Environmental restrictions</td>
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<tr>
<td>Cat</td>
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<td>Value or specification</td>
<td>Name</td>
<td>Date</td>
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<td>------------------------</td>
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</tr>
<tr>
<td></td>
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<td>Climatic zone</td>
<td></td>
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<td>The following values are defined in table 2 of clause 4.3 of EN50125-1:2014 and table 2 of clause 4.3 of EN50125-1:1999</td>
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<td>T1</td>
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<td>T2</td>
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<tr>
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<td>TX</td>
<td>08.02.2018</td>
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</tr>
<tr>
<td>4</td>
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<td><strong>Restrictions on use</strong></td>
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<td></td>
</tr>
<tr>
<td>1</td>
<td></td>
<td>Time based</td>
<td></td>
<td></td>
<td>Some issued authorisation can include time-limited conditions for use. Time limitation is not a data provided by the applicant but a consequence of an authorisation decision (see Art 46(6) or regulation 2018/545)</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>Condition based (distance travelled, wear, etc.)</td>
<td></td>
<td></td>
<td>The values to be mentioned are the ones defined in the issued vehicle type authorisation and/or vehicle authorisation for placing on the market. The details of any specified condition is to be specified within a non-coded restriction (e.g. concerned constituents where CV modules apply).</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Strictly local, historical or tourist use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>On-board equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cat</td>
<td>Type</td>
<td>Value or specification</td>
<td>Name</td>
<td>Date 1</td>
<td>Comments</td>
</tr>
<tr>
<td>-----</td>
<td>------</td>
<td>------------------------</td>
<td>---------------</td>
<td>--------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>xxx</td>
<td>Recording device</td>
<td>15.02.2012</td>
<td></td>
<td>(See Appendix 2 - Table 7)</td>
</tr>
</tbody>
</table>
LIST OF NATIONAL RESTRICTION CODES

No national restriction codes have been recorded.

Table 2. National restriction codes

<table>
<thead>
<tr>
<th>MS</th>
<th>Cat</th>
<th>Type</th>
<th>Value or specification</th>
<th>Name</th>
<th>Date²</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

² Date of insertion in the list
Appendix 2
LISTS OF CODIFIED VALUES

2.5 Class B systems on board

These codes are for systems considered B systems. They are split into B systems for signalling and B systems for radio.

Following codes apply:

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>ALSN</td>
<td></td>
</tr>
<tr>
<td>02</td>
<td>ASFA</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>ATB</td>
<td>Value 03 not to be used. Replaced by 25 and 26. Kept for historical data.</td>
</tr>
<tr>
<td>04</td>
<td>ATP-VR/RHK</td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>BACC</td>
<td>Value 05 not to be used. Replaced by 57 and 58. Kept for historical data.</td>
</tr>
<tr>
<td>06</td>
<td>CAWS and ATP</td>
<td>Value 06 not to be used. Replaced by 27 and 28. Kept for historical data.</td>
</tr>
<tr>
<td>07</td>
<td>Crocodile</td>
<td></td>
</tr>
<tr>
<td>08</td>
<td>Ebicab</td>
<td>Value 08 not to be used. Replaced by 31 and 32. Kept for historical data</td>
</tr>
<tr>
<td>09</td>
<td>EVM</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>GW ATP</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Indusi/PZB</td>
<td>Value 11 not to be used. Replaced by 53 and 56. Kept for historical data.</td>
</tr>
<tr>
<td>12</td>
<td>KVB</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>LS</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>LZB</td>
<td>Value 14 not to be used. Replaced by 55, 59, 60 and 61. Kept for historical data.</td>
</tr>
<tr>
<td>15</td>
<td>MEMOR II+</td>
<td>Value 15 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>16</td>
<td>RETB</td>
<td></td>
</tr>
<tr>
<td>INDEX xx</td>
<td>NAME</td>
<td>Comments</td>
</tr>
<tr>
<td>----------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>17</td>
<td>RSDD/SCMT</td>
<td>Value 17 not to be used. Replaced by 57 and 58. Kept for historical data.</td>
</tr>
<tr>
<td>18</td>
<td>SELCAB</td>
<td>Value 18 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>19</td>
<td>SHP</td>
<td>Value 20 not to be used. Replaced by 43, 44 and 45. Kept for historical data.</td>
</tr>
<tr>
<td>20</td>
<td>TBL</td>
<td>Value 22 not to be used. Replaced by 46 and 47. Kept for historical data.</td>
</tr>
<tr>
<td>21</td>
<td>TPWS/AWS</td>
<td>Value 24 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>22</td>
<td>TVM</td>
<td>Value 25 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>23</td>
<td>ATB First generation</td>
<td>Value 26 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>24</td>
<td>ATB new generation</td>
<td>Value 27 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>25</td>
<td>ATP</td>
<td>Value 28 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>26</td>
<td>CAWS</td>
<td>Value 29 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>27</td>
<td>Chiltern-ATP</td>
<td>Value 30 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>28</td>
<td>DAAT</td>
<td>Value 31 not to be used. Replaced by 48, 49, 50 and 51. Kept for historical data.</td>
</tr>
<tr>
<td>29</td>
<td>EBICAB 700</td>
<td>Value 32 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>30</td>
<td>EBICAB 900 ES</td>
<td>Value 33 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>31</td>
<td>EuroSIGNUM</td>
<td>Value 34 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>32</td>
<td>EuroZUB</td>
<td>Value 35 not to be used. Replaced by 53 and 56. Kept for historical data.</td>
</tr>
<tr>
<td>33</td>
<td>Indusi</td>
<td>Value 36 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>34</td>
<td>KCVB</td>
<td>Value 37 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>35</td>
<td>KCVP</td>
<td>Value 38 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>36</td>
<td>KVBP</td>
<td>Value 39 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>37</td>
<td>Mechanical Trainstops</td>
<td>Value 40 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>38</td>
<td>NEXTEO</td>
<td>Value 41 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>39</td>
<td>PKP radio system with Radiostop function</td>
<td>Value 42 not to be used. Kept for historical data.</td>
</tr>
</tbody>
</table>
2.5.1xx Class B signalling system

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>TBL 1</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>TBL 2</td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>TBL1+</td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>TVM 300</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>TVM 430</td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>ATC v2</td>
<td></td>
</tr>
<tr>
<td>49</td>
<td>ATC vR</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>EBICAB 700 BU</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>EBICAB 700 PT (CONVEL)</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>GNT (Geschwindigkeitsüberwachung für NeiTech-Züge)</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>INDUSI 160</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>LZB (LZB L72, LZB L72 CE I and LZB L72 CE II)</td>
<td>Value 54 not to be used. Split into values 59, 60 and 61. Kept for historical data.</td>
</tr>
<tr>
<td>55</td>
<td>LZB ES</td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>PZB 90</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>SCMT + RSC</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>SCMT</td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>LZB L72</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>LZB CE I</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>LZB CE II</td>
<td></td>
</tr>
</tbody>
</table>

Table 4. Class B radio system

2.5.2xx Class B radio system

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>UIC Radio Chapter 1-4</td>
<td></td>
</tr>
<tr>
<td>02</td>
<td>UIC Radio Chapter 1-4+6</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>UIC Radio Chapter 1- 4 + 6 (Irish system)</td>
<td></td>
</tr>
</tbody>
</table>

4 (from Decision 2006/679/EC and Annex II of Regulation (EU) 2023/1695)
## 2.5.2xx Class B radio system

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>04</td>
<td>UIC Radio Chapter 1-4+6+7</td>
<td>Value 04 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>05</td>
<td>BR 1845</td>
<td>Value 05 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>06</td>
<td>BR 1609</td>
<td>Value 06 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>07</td>
<td>FS ETACS and GSM</td>
<td>Value 07 not to be used. Replaced by 21. Kept for historical data.</td>
</tr>
<tr>
<td>08</td>
<td>UIC Radio Chapter 1-4 (TTT radio system installed at Cascais line)</td>
<td></td>
</tr>
<tr>
<td>09</td>
<td>TTT radio system CP_N (RSC – Rádio Solo-Comboio)</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>PKP radio system</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>VR trainr</td>
<td>Value 11 not to be used. Kept for historical data.</td>
</tr>
<tr>
<td>12</td>
<td>TRS — The Czech Railways radio system</td>
<td>Value 12 not to be used. Replaced by 32. Kept for historical data.</td>
</tr>
<tr>
<td>13</td>
<td>LDZ radio system</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>CH — Greek Railways radio system (VHF)</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>UIC Radio Chapter Bulgaria</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>The Estonian radio system</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>The Lithuanian radio system</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>450 Mhz UIC (Channel C)</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Analogue Radio Germany - UIC 751</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>BOSCH (160 MHz)</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>GSM-P</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Multikom (160 MHz and 450 MHz)</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>OMEGA (160 MHz)</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>RDZ - in compliance with UIC 751-3</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>RETB (voice)</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Radio Network of CFR</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>SRO (160 MHz)</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Shunting Radio Communication System</td>
<td></td>
</tr>
</tbody>
</table>
2.5.2xx Class B radio system

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>29</td>
<td>ZUGFUNK 95</td>
<td>Value 29 not to be used. Kept for historical data</td>
</tr>
<tr>
<td>30</td>
<td>ZUGFUNK 2000</td>
<td>Value 30 not to be used. Kept for historical data</td>
</tr>
<tr>
<td>31</td>
<td>Analogue railway radio system (RDU) - in compliance with UIC 751-3</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>SRD</td>
<td></td>
</tr>
</tbody>
</table>

2.6 Other CCS systems on board

These codes are used for systems that are neither ERTMS nor listed as class B systems. They are split into systems for signalling and systems for radio. These codes are kept for historical compatibility. No new codes are accepted in these lists.

Following codes apply:

Table 5. Other CCS signalling systems on board

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>SSC BL3</td>
<td>Added 15.02.2012. Requested by NSA IT</td>
</tr>
</tbody>
</table>

Table 6. Other CCS radio systems on board

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>TETRA-URCA (Terrestrial Trunked Radio -Unified Railway Communication and Application System)</td>
<td>Added 08.02.2018 Requested by NSA FI</td>
</tr>
</tbody>
</table>

5.1 On-board equipment. Recording device

Following codes apply:
### Table 7. On-board equipment. Recording device

<table>
<thead>
<tr>
<th>INDEX xx</th>
<th>NAME</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>“Registratore cronologico d’eventi computerizzato” (RCEC) according to specification RFI/DTC/CSI/SR/OR/10/002/B of 11/02/2008</td>
<td>Requested by NSA IT</td>
</tr>
<tr>
<td>02</td>
<td>“Acquisition et Traitement des Événements de Sécurité en Statique” (ATESS)</td>
<td>Added 01.10.2019 Requested by NSA FR</td>
</tr>
<tr>
<td>03</td>
<td>TELOC</td>
<td>Added 01.10.2019 Requested by NSA FR</td>
</tr>
<tr>
<td>04</td>
<td>Trainborne Recorder Units (TRU) NG</td>
<td>Added 13.10.2024</td>
</tr>
</tbody>
</table>