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Translation

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Standard numerical coding of locations

Codification numérique unifiée des établissements

Einheitliche numerische Codierung der Bahnstellen



UNION INTERNATIONALE DES CHEMINS DE FER
INTERNATIONALER EISENBAHNVERBAND
INTERNATIONAL UNION OF RAILWAYS



Documents

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Reference of the corresponding OSJD leaflet:

IX - Information Technology, Miscellaneous

Application:

With effect from 1 January 2010

All members of the International Union of Railways and the Organisation for the Collaboration between Railways

This leaflet has been jointly drafted by UIC and OSJD.

This leaflet was approved at the 63rd session of the Joint Group UIC / OSJD of 23/09/2009.

Record of updates

1st edition, January 1966	First issue entitled "Standard numerical coding of locations" with amendment.
2nd edition, January 1969	With 7 amendments.
3rd edition, February 1977	With 3 amendments.
4th edition, January 1989	With 4 amendments.
5th edition, January 2010	Taking into account the RICS Code.

The person responsible for this leaflet is named in the UIC Code

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Summary

This leaflet governs the definition, coding principles and use of railway locations, the identification of which is necessary for railway companies' operational and business purposes, by means of a main code and several auxiliary codes.

1 - General

1.1 - In this leaflet "location" means a railway location serving an administrative, operational, commercial or technical purpose and belonging to a public transport company. In general, this will be an Infrastructure Manager (IM - see Glossary - [page 14](#)) or a Railway Undertaking (RU - see Glossary - [page 14](#)), or operators and service providers commissioned by the above.

Any location required for "rail companies" railway operations and business is to be coded as a railway location ([see Glossary - page 14](#)).

Railway locations are essentially:

- Central stations, marshalling yards, halts, junctions;
- Railway border and IM handover points ([see Glossary - page 14](#));
- Loading points, terminals;
- Sales points for tickets, travel agencies;
- Tariff points;
- Administrative offices, organisational units, town offices;
- Warehouses, workshops;
- Other places of activity.

In addition the following locations, which enjoy a special position because of their geographical situation or their importance in international rail traffic, are included in the principles of this coding system:

- Inland waterway or sea ports;
- Specific tariff intersection points and notional frontier and RU interchange points (for example "mid-sea points" - see Glossary - [page 14](#)).

1.2 - All railway locations in a country complying with point **1.1** and the auxiliary codes provided for in point **4.3** - [page 6](#) together with their associated data, are to be notified to a central UIC location database¹ for consultation by UIC and OSJD members ([see List of abbreviations - page 15](#)).

1. Currently the ENEE database.

2 - Purpose of the leaflet

2.1 - The locations defined in point 1 - page 2 together with their data are an essential and important source of information for numerous international and national railway systems.

2.2 - The purpose of the leaflet is to define the principles of standard codes to identify locations unambiguously, and to precisely describe their characteristics and operating features for international data exchange.

In addition, the leaflet defines and describes the standard structure of other codes for special needs or applications.

2.3 - The utilisation of standard numerical codes is compulsory for all exchange of information between IMs, RUs and third parties.

The conditions governing the use of the various code types for each application shall be determined by the relevant user groups.