Economic and Social Council

Economic Commission for Europe

Inland Transport Committee

Working Party on Rail Transport

Group of Experts on Permanent Identification of Railway Rolling Stock

Second session
Geneva, 14–15 December 2020
Item 3 of the provisional agenda
**Development of the Unique Rail Vehicle
Identification System**

PIRRS Questionnaire

Submitted by Rail Working Group*,**

I. Background

1.   At the first session of the Group of Experts, delegates agreed upon the guiding principles to both focus and refine the work towards improved, harmonised railway rolling stock identification practices with the following parameters:

- Solutions must be compatible with the existing vehicle registration procedures as much as possible.

- A cost-effective and therefore unbureaucratic procedure is highly preferable.

- Industry best practices must be taken into account and, to the extent possible, integrated into our solutions.

2.   Furthermore, the Group recognised that the proposed registration system must, in the long-term, be administered in a fair and neutral manner, with sufficient flexibility to adapt to new industry best practices and incorporate improved technologies.

3.   With this in mind, experts are invited to respond to this brief questionnaire. The information provided is critical to actively pursuing the principles agreed upon in September. All responses are to be sent to the secretariat and will remain confidential.

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*   This document was scheduled for publication after the standard publication date owing to circumstances beyond the secretariat's control.
**   The present document is being issued without formal editing.

II. Questionnaire

4.   The Luxembourg Rail Protocol applies to all railway rolling stock from conventional passenger and freight wagons and locomotives through to trams, light rail units and other rail equipment. For brevity, all such equipment below are referred to as "assets".

Q1: What is the most efficient way of marking assets with the permanent unique vehicle number (URVIS)?

a.   Permanent Colour Code – Stencilling the URVIS number using standard rail industry colouring techniques

b.   Stamp on Existing Metal Component – Engraving the URVIS number on the asset's fixed metal components (for example on the solebar)

c.   Separate Number Plate – Mounted on the asset itself

d.   Combination of different options: _____

e.   Other: _____

Q2: Should the URVIS number be accessible through:

a.   Arabic digits visible on the asset

b.   Bar code shown on the asset

c.   QR Code or other machine-readable code (taking reader to dedicated website)

d.   RFID chip or other machine-readable system

e.   Combination of different options: _____

f.   Other: _____

Q3: Should the URVIS number be duplicated in different places on an asset:

a.   Yes, it should be duplicated

b.   No, one place of marking is enough

Q4: It is intended that the URVIS number is a 16-digit number including one check digit

a.   Are 16 digits enough?

　　　(i)   If not would you prefer 18 digits or

　　　(ii)   20 digits

b.   Is one check digit sufficient or would you prefer two?

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