



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on Rail Transport

### Group of Experts on Permanent Identification of Railway Rolling Stock

#### Sixth session

Geneva, 29–30 August 2022

Item 2 of the provisional agenda

#### **Development of the permanent marking on the Unique Rail Vehicle Identification System**

## **Draft Guidance Note to the Model Rules**

### **Note by the secretariat**

### **Background**

1. As part of the work on the development of Model Rules for the Permanent Identification of Railway Rolling Stock (henceforth the Model Rules), the Group of Experts on the Permanent Identification of Railway Rolling Stock (PIRRS) has identified the potential need to develop a non binding guidance note to support the Model Rules.
2. The annex to this document provides a draft of the guidance note incorporating comments received during the informal drafting group meeting in June 2022. This draft is submitted for discussion at the sixth session of the Group of Experts.

## **Annex**

### **Guidance Notes for the operation of the Model Rules [November 2022]**

These Guidance Notes are issued by the revisions committee established pursuant to article 8 of the Model Rules on Permanent Identification of Railway Rolling Stock. They are intended to assist participants, courts and administrative entities in understanding the intention behind the drafting of the Model Rules and with their interpretation. They do not form part of the Model Rules and are not binding on a participant.

#### **Article 3: Item of railway rolling stock**

By an “item” the committee expects this to be either an autonomous unit capable of operating separately or part of a train set with this concept mirroring industry practice as much as possible. So, an articulated coach or carriage with a single immatriculation or running number would be considered as one item. A tram with several articulations (but not a separate carriage) would be considered as one item. A train set or rake would usually be a collection of items. This would be the case even where carriages could not easily operate on their own because of shared bogies (such as with TGV train sets) where the operator has separately numbered the coaches.

The images shown in Exhibit 1 attached are examples of combination of items. The images shown in Exhibit 2 are examples of one item of railway rolling stock

#### **Article 8.3: Amendments to the Model Rules**

It is intended that the industry will usually be given good notice of any change to the Model Rules. However, there may be a force majeure or other circumstance that will necessitate a shorter notice period, so that the Working Party on Rail Transport can act expeditiously if the circumstances require.

#### **Appendix 1 Material**

It is expected that the plate will be aluminium or other rust free metal but this is not mandatory. A very strong and resilient plastic would also be an option.

#### **Appendix 1 Colour**

The expectation is that the plate (the URVIS marker) will be a silver background with black raised writing but some operators may wish to use different combinations because of the colour scheme of the rolling stock concerned. This is considered to be in accordance with the Model Rules as long as it is the information on the plate is clear (with a strong contrast) and human readable.

#### **Appendix 2 Examples of Items of Railway Rolling stock**

Railway equipment can have different descriptions in different parts of the world. Set out below are more detailed [Examples of] definitions of certain types of railway rolling stock and Exhibit 3 contains images to show which type of rolling stock is intended by the descriptions in contained Appendix 2.

“light rail” means an urban and/or suburban rail transport system with a crashworthiness of C-III or C-IV (in accordance with EN 15227:2011) and a maximum strength of vehicle of 800 kN (longitudinal compressive force in coupling area); light rail systems may have their own right of way or share it with road traffic and usually do not exchange vehicles with long-distance passenger or freight traffic;

“tram-train” means a vehicle designed for combined use on both a light-rail infrastructure and a heavy-rail infrastructure.

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