



Economic Commission for Europe**Inland Transport Committee****Eighty-fifth session**

Geneva, 21-24 February 2023

Item 13 of the provisional agenda

Inland Transport Committee Road Safety Forum**Draft Guidance Note on the Model Rules for the Permanent Identification of Railway Rolling Stock****Note by the secretariat****Background**

1. The Group of Experts on the Permanent Identification of Railway Rolling Stock, within document ECE/TRANS/SC.2/2022/4 noted that it believes that it has completed its mandate in relation to the Terms of Reference for the Group. In addition to the report included in the above-mentioned document the Group proposes that a set of Model Rules on the Permanent Identification of Railway Rolling Stock (Model Rules) is adopted and maintained by the Working Party on Rail Transport as a framework for the permanent identification with the aim of facilitating of the financing of rolling stock as set out in ECE/TRANS/SC.2/2022/5. The Group has also identified the need for the preparation of a Guidance Note to the Model Rules as a non-binding tool to facilitate the implementation of the Model Rules. At its seventy-sixth session, the Working Party on Rail Transport agreed to the creation of the Draft Guidance Note on the Model Rules for the Permanent Identification of Railway Rolling Stock and asked that they be submitted to ITC for adoption.

2. The Committee is **invited to adopt** the Draft Guidance Note on the Model Rules for the Permanent Identification of Railway Rolling Stock prepared by SC.2 and at its request. The Draft Guidance Note on the Model Rules is provided in the Annex to this document.



Annex

Guidance Note to the Model Rules on the Permanent Identification of Railway Rolling Stock

[...February 2023]

1. This Guidance Note to the Model Rules is issued by the Working Party on Rail Transport and updated by the Revisions Committee established pursuant to article 8 of the Model Rules on Permanent Identification of Railway Rolling Stock. It is intended to assist participants, courts and administrative entities in understanding the intention behind the drafting of the Model Rules and with their interpretation. It does not form part of the Model Rules and is not binding on a participant.

Article 3: Item of railway rolling stock

2. By an “item” the Revisions 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

3. 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

4. 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

5. 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).

Appendix 2 Examples of Items of Railway Rolling Stock

6. 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 contained in appendix 2.

7. “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.

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

9. “Separate rail bogies connected to compatible road vehicles” are to be considered as an item of Railway Rolling Stock.

Exhibit 1: Examples of Combinations of Items of Railway Rolling Stock



Photo credit: Leonid_Andronov and www.depositphotos.com



Photo credit: Boarding2Now and www.depositphotos.com

Exhibit 2: Examples of One Item of Rolling Stock



Photo credit: Mr. Howard Rosen

Exhibit 3: Examples of the Types of Railway Rolling Stock included in Appendix 2

Locomotive



Photo credit: scanrail and www.depositphotos.com

Power cars – to follow

Railcars – to follow

Shunter



Photo credit: Leonid_Andronov and www.depositphotos.com

Passenger Car



Photo credit: g0d4ather and www.depositphotos.com

Control Car



Photo credit: Mr. Howard Rosen

Motor car



Photo credit: Mr. Howard Rosen

Car carriers



Photo credit: MAXSHOT and www.depositphotos.com

Light Rail



Photo credit: kenhurst and www.depositphotos.com

Metro, etc.



Photo credit: pio3 and www.depositphotos.com

Trams



Photo credit: rglinsky and www.depositphotos.com

(Horse-drawn) Tram



Photo credit: Mr. Howard Rosen (Note: refers to the tram elements)

Tram-trains – to follow

Cable cars



Photo credit: kslfoto and www.depositphotos.com

Freight wagons



Photo credit: scanrail and www.depositphotos.com

Special vehicles, etc.



Photo credit: cherokee4 and www.depositphotos.com

Heritage, etc.



Photo credit: phil_bird and www.depositphotos.com

Road Rail Vehicles



Photo credit: Mr. Howard Rosen

Shuttles at airports



Photo credit: tifonimages and www.depositphotos.com

Hyperloop pods

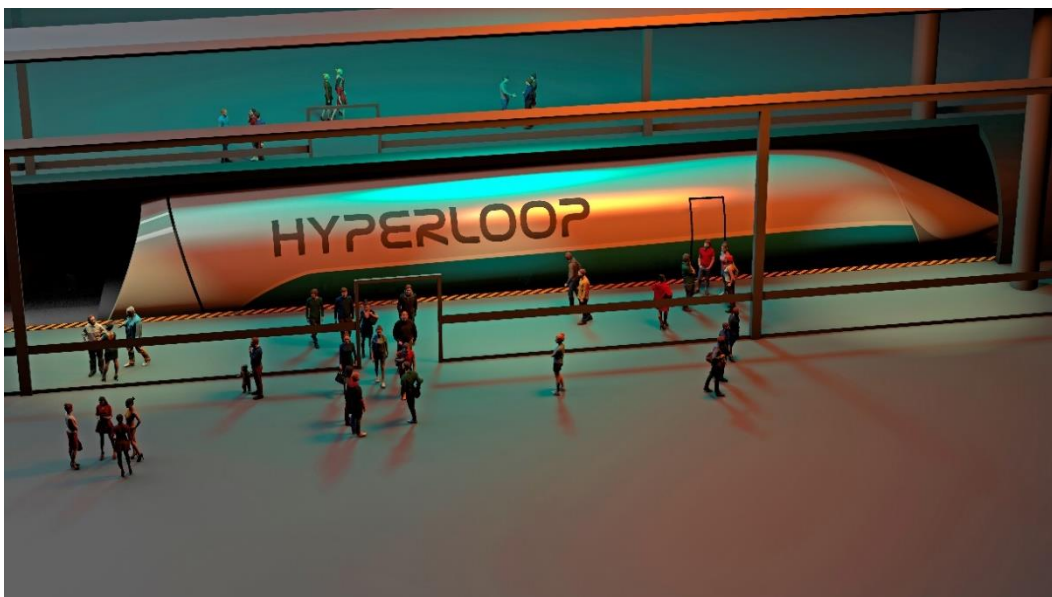


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Monorail vehicles



Photo credit: fotomt and www.depositphotos.com

Maglev vehicles



Photo credit: philipus and www.depositphotos.com