

# Development of the Unique Rail Vehicle Identification System (URVIS)

UN Economic Commission for Europe  
Group of Experts on the Permanent Identification of  
Railway Rolling Stock (PIRRS), 1st meeting  
Geneva, 2nd – 4th September 2020

Howard Rosen, Chairman  
Rail Working Group  
Switzerland

# Introduction

- Luxembourg Rail Protocol assumptions:
  - ☐ Rolling stock must be uniquely identifiable to register any creditor's interest (and notice of sale)
  - ☐ Unique at the time and always
  - ☐ Affixed permanently to each item of rolling stock
  - ☐ Must work for all rolling stock as defined by the Protocol
- Not mandatory but a requirement for many stakeholders
- Details to be set out in regulations issued by the LRP Supervisory Authority (minimum 10 governments represented, co-ordinated by OTIF)

# Introduction

- URVIS is not the only solution – but the most logical one
- Running numbers
  - ☐ differ around the world
  - ☐ may not be unique or permanent
  - ☐ do not apply to all rolling stock
  - ☐ may change during the lifetime of the asset
- Manufacturer serial numbers will differ between producers both in composition, security and style (e.g. numeric or alphanumeric?) and may be repeated for different models or recycled just for one manufacturer

# Implementing URVIS

- Requirements to be established by registry regulations; they will provide for
  - ☐ a 16-digit unique number, with check digit, no leading zero, allocated by the International Registry registrar in Luxembourg
  - ☐ it will never be duplicated or recycled
  - ☐ and provided to manufacturer, keeper or any other party without discrimination and at nominal cost
- Affixed permanently to each item of rolling stock by the manufacturer, maintainer or keeper

# Practical Issues

- URVIS number must be “affixed to the item of railway rolling stock” (LRP, Article XIV)
  - ☐ Who affixes?
  - ☐ How is it affixed?
  - ☐ Is it permanent – and can it be safely replaced?
- Type, size, location and cost of identifier
- Readability
- Accessibility
- Identification of components?
- Legal liabilities

# Practical Issues

- Transparency: accessibility to some or all operations, status and location data for rolling stock for
  - ☐ Operator
  - ☐ Creditor(s)
  - ☐ Regulator(s)
  - ☐ Manufacturers
  - ☐ Police and security services?
  - ☐ Press?
  - ☐ Public/competitors?
- How to access the information
- Removing access – how and when

# Guiding Principles

- Solutions should be
  - ☐ Simple
  - ☐ Easy to combine or integrate with vehicle immatriculation/registration
  - ☐ Unbureaucratic
  - ☐ Compatible with best industry practice (consulting where possible)
  - ☐ At minimal cost
- Fair and neutral administration and supervision
- Maximum flexibility to modify protocols as industry practice and technology evolves



# Why this Group is important

- First task: to set new operational protocols which hopefully can support and apply to the rail industry worldwide
- But the Group's potential reach goes further
  - ❑ The regulations are still in draft form; our deliberations can influence the final form and future iterations
  - ❑ The Protocol itself can be interpreted with the help of the Official Commentary – 3<sup>rd</sup> edition currently in preparation and consultations will commence shortly - where we can also assist through practical comments
- So let the discussions begin!



# **The Luxembourg Rail Protocol to the Cape Town Convention on International Interests in Mobile Equipment**

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Rail Working Group  
Switzerland  
[www.railworkinggroup.org](http://www.railworkinggroup.org)  
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