

Distr.: Restricted
2 December 2020

English only

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

Sector position (CER – UIP – ERFA)

Submitted by SNCF SA

URVIS

**GoE PIRRS meeting
14-15/12/2020**

**Sector position (CER – UIP – ERFA)
Agreed on 20/11/2020**

Summary and Sector comments (1/3)

- ❑ The URVIS number is essential if the creditor (secured lender or lessor) wishes to take advantage of the benefits of the Luxembourg Rail Protocol and, in particular, to enable registration of its security interest at the international registry
- ❑ The URVIS number DOESN'T replace the running number or the manufacturer's serial number
 - Sector comment : define 'running number', e.g. for EU 'heavy rail' it is the EVN (European Vehicle Number)
- ❑ There is NO MANDATORY requirement for every new or used item of railway rolling stock to be identified with the URVIS number
- ❑ There will be other benefits of having the URVIS number on the wagon (for example, facilitating lifetime tracking and tracing)
 - Sector comment : the Applicant (keeper/owner/RU, etc.) shall decide if URVIS is used for other purposes than financing security interest

Summary and Sector comments (2/3)

- ❑ So some manufacturers may decide to add the URVIS number from the outset for all new equipment, bearing in mind the very limited cost involved
 - Sector comment : It's to the Applicant to decide if URVIS will be added to or replace the Manufacturer Serial Number
 - Sector comment : Even if the manufacturer decides so, the Applicant shall have the right not to enter in the 'URVIS system', i.e. deletion of the vehicle registration in URVIS (URVIS number can be kept for archive but without any information), no fees payment, etc.
- ❑ Allocation of URVIS number
 - Expected by an automated process where a user will request the allocation of the number through the Internet and will receive the next available number unless the user wishes to purchase customised numbers, where it will be able to simply select whatever numbers are available
 - Sector comment : The process should be better defined (information to provide, verification if the Applicant fulfills the conditions, time of treatment, contract to sign or ToR to approve, etc.)

Summary and Sector comments (3/3)

- ❑ Foreseen costs (estimation to be confirmed)
 - \$5 to \$10 initial cost per URVIS number
 - Searches of the registry will be open to the public against a search fee of approximately \$200 per year per user
 - Sector comment : Are the search costs independent of the number of registered vehicles ?
 - Sector comment : What means 'user' ? Individual nominated person ? 'generic user' (one user account for one company) ?
- ❑ Management of the URVIS International Registry
 - The International Registry will be supervised by the Supervisory Authority (at least 10 members), an intergovernmental entity established under the Luxembourg Rail Protocol
 - OTIF will be the secretariat to the Supervisory Authority
 - The International Registry will operate under regulations issued by the Supervisory Authority
 - Sector comment : When will the regulations be published ?

What has to be clarified (1/2)

- ❑ Content of the International Registry
 - List of fields
 - Mandatory/optional status of the fields
 - Public/private status of the fields (*cf.* hereafter)
- ❑ Access rights
 - Meaning of 'public' in 'Searches of the registry will be open to the public against a search fee' : anybody who pays the search fees ? are there conditions to receive this 'public' access ? access to every actor or only to actors involved in the vehicle (owner, lessor, lessee, etc.) ?
 - Which fields are public ? Are there restricted access fields ?
- ❑ Workflow of the allocation process
 - Define the complete chain from request to the installation of the URVIS number on the vehicle
 - Verification that the Applicant has the right to request a URVIS number

What has to be clarified (2/2)

- ❑ 'Rules of procedure'
 - Rules for an Applicant to enter the 'URVIS system' and to quit the 'URVIS system'
- ❑ Rules to exit the 'URVIS system' for a vehicle
 - E.g. loan is reimbursed
 - E.g. sale of wagon and the new owner is not interested by URVIS
- ❑ Rules for deletion of the vehicle registration in the Registry
 - The URVIS number can nevertheless stay alone without attached fields in the Registry for no re-use
 - Could the plate with the URVIS number stay on the vehicle or should it be taken off ?

Questionnaire (1/2)

- ❑ **Q1 : What is the most efficient way of marking assets with the permanent unique vehicle number (URVIS) ?**
 - **Answer c.** Separate Number Plate – Mounted on the asset itself
 - Plate shall be permanently fixed, e.g. welded plate
 - Size of the plate shall be as small as possible
 - Recommendation on the location of the plate on the vehicle (e.g. close to the EVN)

- ❑ **Q2 : Should the URVIS number be accessible through**
 - **Answer a.** Arabic digits visible on the asset shall be mandatory in order to be readable without technical/IT tool
 - In addition if the Applicant wants other technologies can be used on optional basis

- ❑ **Q3 : Should the URVIS number be duplicated in different places on an asset**
 - **Yes**, it should be duplicated on each side of the body frame and placed in diagonal of the rolling stock
 - For locomotives it could be placed in addition inside the driver cabine (on optional basis)

Questionnaire (2/2)

❑ Q1 to Q3 : Justification

- The URVIS number will be checked very rarely during the lifecycle of the vehicle. Ensuring minimal implementation costs, it should be kept as simple as possible. Colour code should be kept for operational purposes, but not for URVIS

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

- a. Are 16 digits enough ? **YES**
- b. Is one check digit sufficient or would you prefer two ? **YES, one check digit is sufficient**
- If URVIS is divided in blocks, avoid to have a block that could be confusing with EVN structure