


Economic Commission for Europe
Inland Transport Committee
Working Party on Rail Transport
Group of Experts on Permanent Identification of Railway Rolling Stock
Fifth session

Geneva, 4–6 May 2022

**Report of the fifth session of the Group of Experts on
 Permanent Identification of Railway Rolling Stock**
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I. Attendance

1. The Group of Experts on Permanent Identification of Railway Rolling Stock (PIRRS or the Group) held its fifth session from 4 to 6 May 2022 as a hybrid meeting, taking place simultaneously online and in-person in Geneva.
2. The session of the Group of Experts was attended by representatives of the following ECE countries: Poland and the Russian Federation.
3. Representatives of the following intergovernmental organizations were present: Intergovernmental Organization for International Carriage by Rail (OTIF), International Institute for the Unification of Private Law (UNIDROIT), Organization for Co-Operation Between Railways (OSJD) and European Union Agency for Railways (ERA).
4. The following non-governmental organizations were represented: Community of European Railway and Infrastructure Companies (CER), Rail Working Group (RWG) and International Union of Wagon Keepers (UIP).
5. Representatives of the following organizations and private industry groups attended the session: Russian Railways, Hupac Intermodal and Trans-European Railway (TER) Project.

II. Adoption of the agenda (agenda item 1)¹

Documentation: ECE/TRANS/SC.2/PIRRS/2022/1

6. The Group of Experts adopted the amended agenda as set out in ECE/TRANS/SC.2/PIRRS/2022/1.

III. Development of the permanent marking on the Unique Rail Vehicle Identification System (agenda item 2)

A. Best practice in, and national requirements for, rolling stock marking

7. The Rail Working Group updated the Group on developments with the Luxembourg Rail Protocol to the Cape Town Convention on International Interests In Mobile Equipment with reference to the signing of the Protocol by Spain and South Africa and the impending ratifications which would lead to at least four ratifications and the Protocol entering into force. This entry into force was expected in late 2022 or early 2023.
8. The Group of Experts was also updated on developments in relation to the Draft Regulations for the International Registry.
9. The Group of Experts thanked the Rail Working Group for the updates on the Luxembourg Rail Protocol and developments with the Draft Regulations for the International Registry and asked that it be kept informed on developments in this area at future meetings.

B. Development of the framework

Documentation: ECE/TRANS/SC.2/PIRRS/2021/8, ECE/TRANS/SC.2/PIRRS/2022/3, ECE/TRANS/SC.2/PIRRS/2022/4, ECE/TRANS/SC.2/PIRRS/2022/5, Informal document 1 (2022)

10. In discussing the development of the framework, the Rail Working Group presented document ECE/TRANS/SC.2/PIRRS/2022/4 setting out some key amendments to the draft Model Rules and comparing them with the previous version as set out in document ECE/TRANS/SC.2/PIRRS/2021/8. The Rail Working Group also presented document

¹ Information on the session is available at:
<https://unece.org/transport/documents/2020/12/agendas/annotated-provisional-agenda-second-session>.

ECE/TRANS/SC.2/PIRRS/2022/5 setting out a commentary of the key changes made in the most recent update of the Model Rules. Following these interventions, the secretariat presented document ECE/TRANS/SC.2/PIRRS/2022/3 on the potential mechanism for the Revisions Committee. Mr. Petrov, the expert from the Russian Federation, presented informal document 1 (2022) setting out comments on the text included in ECE/TRANS/SC.2/PIRRS/2022/4 and ECE/TRANS/SC.2/PIRRS/2022/3. Discussions ensued on these documents.

11. Following initial discussions on these documents, the Group proceeded to discuss ECE/TRANS/SC.2/PIRRS/2022/4 paragraph by paragraph with the aim of agreeing the principles of each paragraph and leaving detailed text changes to a subsequent drafting discussion.

12. The Group noted a number of changes and clarifications that were necessary throughout the document. In particular delegates noted (non-exhaustive list): the importance of specifying the voluntary nature of being bound by the Rules at the start of the Rules, the need to better define “Contracting State” as agreed within the session, an updated version of Article 7, and the importance of ensuring that non-ECE member States have full rights in the revision of the Rules. The Group requested that the secretariat investigate if a more urgent process can be included in the text to make emergency changes to the Model Rules.

13. The Group requested that an updated draft of the text in ECE/TRANS/SC.2/PIRRS/2022/4 be circulated shortly after the session in order to facilitate discussions at future meetings.

14. The secretariat reminded experts that the next, sixth, session of the Group would be its last under the current mandate and that as such the Group would need to prepare a report to the Working Party on Rail Transport (SC.2) on the progress of the work of the Group. The Group requested that the secretariat prepare a draft report based on the findings to date and on potential next steps for discussion at the sixth session of the Group. The Group also requested that a draft of the terms of reference for the Revisions Committee be prepared by the secretariat for discussion at its sixth session. The secretariat noted that these terms of reference would provide more detail on what the membership of the Revisions Committee should be including those entities identified in ECE/TRANS/SC.2/PIRRS/2021/8 and supplemented by those identified during the session and in Informal document 1 (2022).

15. The Group of Experts welcomed the detailed discussions on the draft Model Rules. Experts noted that the draft text is well advanced and requested that a dedicated, informal, drafting group meeting be organised by the secretariat, with interpretation, to prepare a draft final text for further discussion and potential agreement at the sixth session of the Group. To allow for the translation of the text, the final version of this document will need to be submitted to the secretariat no later than 15 June 2022.

16. Discussions on progress with the development of the Draft Regulations for the International Registry by the Rail Working Group were covered under agenda item 2 (a).

IV. Other business (agenda item 3)

17. Mr. Kleniewski, and Mr. Petrov - the expert from the Russian Federation - made statements relating to the current political situation, the statements are provided in Annex I of this report.

V. Date of next session (agenda item 4)

18. The Group of Experts noted that the next session of the Group will be 29–30 August 2022. This would be the last session of the Group under its current mandate. Prior to this meeting an informal drafting group meeting would be arranged by the secretariat from 1 to 3 June 2022 to go into more detail on the provisions included in the Rules. This meeting would be virtual with consecutive, informal, interpretation provided between English and Russian.

VI. Summary of decisions (agenda item 5)

19. As agreed under agenda item 1, for this item the Group read through the draft report. The Group adopted the report of the session as amended during the session. The secretariat would add the final list of attendees to the report and submit it for translation.

Annex

I. Statement from Mr. Kleniewski

Distinguished UN ITC Group of Experts (GE) on the Permanent Identification of Railway Rolling Stock (PIRRS) 5th session:

The Russia's unprovoked and unjustified act of aggression against Ukraine grossly violates international law and the UN Charter, and undermines international security and stability.

The Russian invasion, including recent bombing of the Ukrainian railway infrastructure denies the idea of joint economic cooperation in the UNECE region.

Due to that fact – in my expert capacity – I would like to raise one formal issue.

Having in mind that there are no provisions on how to proceed with the work of experts' group in such circumstances, while the situation is unforeseen – it should be treated on an exceptional basis.

The reaction should be clear and unambiguous – we should demonstrate our lack of acceptance for the situation and striving to stop the violence and further destruction of transport infrastructure in Ukraine by Russia.

Having said that, I insist on all of us in the PIRRS GE not to accept the chairmanship of the person coming from aggressor state. It is a matter of principle with no personal issues behind.

As no vice-chair had been elected for the PIRRS, I would like to suggest to continue the GE works under the Secretariat's provisional guidance, which may be requested by GE membership.

If the work of the PIRRS GE is extended the appropriate election process of the chairman should be undertaken in accordance with the decision L.6 of the EXCOM UNECE.

II. Statement from Mr. Petrov – expert from the Russian Federation

The Russian Federation strongly condemns politicization of the ITC UNECE Agenda and disregard of the whole ITC mandate and especially the Terms of Reference of the Group of Experts on Permanent Identification of Railway Rolling Stock provisions as was the case at the 5th session of the above-mentioned Group of Experts on 4–6 of May 2022.

Russia calls on the UNECE member countries to keep a professional and a constructive dialogue that will contribute to the development of the sustainable, efficient, resilient, and safe transport system in the UNECE region.