We in the Norwegian sector understand <bufferStop> not as a track element "Buffer stop", but as the physical end of the track you could drive a trains buffer towards. This position would then be the correct placement of a @pos of a <trackEnd> or <trackBegin> with a sub element <bufferStop>. See illustration bellow. What is behind the ending track is irrelevant. This could be a buffer stop (of different types), a concrete wall, a sand trapp or "nothing"). This also makes sense as the <bufferStop> is placed under <trackTopology>. Thus the <bufferStop> also has no <state>.
If you need to map the component "Buffer Stop" I would suggest to add an extension (<any>) element in 2.4 under <trackElements>. The component is already avaliable in railML3 under <functionalInfrastrucutre>

<bufferStop> wiki: https://wiki.railml.org/index.php?title=IS:bufferStop_trackE nd
"Buffer stop" wikipedia article: https://en.wikipedia.org/wiki/Buffer_stop

My question to the comunity and the coordinator: Is this understood correct?

If yes I would suggest to rewrite the definition in IS:bufferStop somewhat. This as the current definition is vague about the component being mapped.