

OTIF



ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR INTER-
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Working Party on the Transport of Dangerous Goods
(Geneva, 13 – 23 September 2011)

Item 7 of the agenda: Reports of informal working groups

Informal working group on telematics – Determination of the contents of a minimum data set

Comments and proposals transmitted by the Government of Germany on the scope of the data set to be transmitted automatically and on proposal OTIF/RID/RC/2011/35 (ECE/TRANS/WP.15/AC.1/2011/35) by the European Commission

SUMMARY

Explanatory Summary:

The scope of the data set of an automatic emergency message to be transmitted within the framework of the future eCall for HGVs and GV is limited for technical reasons. Thus, a decision must be taken as regards the contents or the scope of the data set so that the relevant (standardisation) bodies for the respective transport modes can take this into account in their work.

Action to be taken:

Decision.

Related documents:

Informal document INF.10 of the Joint Meeting in March 2011 (Report of the 7th Session of the Working Group on Telematics), paras 15 - 17

Aus Kostengründen wurde dieses Dokument nur in begrenzter Auflage gedruckt. Die Delegierten werden daher gebeten, die ihnen zugesandten Exemplare zu den Sitzungen mitzubringen. Die OTIF verfügt nur über eine sehr geringe Reserve.

and 22 - 24;
 Informal document INF.8 (Report of the 8th session of the working group on telematics), paras 19 – 30;
 proposal OTIF/RID/RC/2011/35 (ECE/TRANS/WP.15/AC.1/2011/35) by the European Commission.

Introduction

1. At the last session of the working group on telematics (Tegernsee, 12 and 13 May 2011), among other things, the HeERO project (Harmonised eCall European Pilot) was presented (see also paras 19 to 24 of informal document INF.7). This project is aimed at the harmonised introduction of eCall in Europe. eCall, which is expected to be available in 2014, is an automatic emergency message sent via the GSM network which is initiated, for example, by the activation of airbags in passenger cars.
2. Within the framework of the HeERO project, representatives of various countries suggested that this automatic emergency message be extended also to HGVs which carry dangerous goods (eCall HGV/GV).
3. CEN/TC 278/WG 15 has already submitted a first draft of a so-called "Technical Report" which describes the technical implementation. According to this draft it is planned to enhance the data set to be transmitted with the automatic emergency message by a minimal set of dangerous good data. The original approach presented to the working group on telematics at its 7th session (Bordeaux, 17 - 19 January 2011) only envisaged the transmission of the UN number and the packing group for a part of the goods carried.
4. The working group on telematics was of the view that these incomplete minimal data were insufficient for the dangerous goods sector and that in this case it would be better to simply point out the presence of dangerous goods and, for more information, to refer to a data base where these data are stored (see also para 16 of informal document INF.10 of the Joint Meeting in March 2011).
5. On 22 June 2011, the revised draft of the "Technical Report" and in particular the scope of the data set were discussed in a meeting of CEN/TC 278/WG 15 in Brussels. In this CEN working group meeting, Mr Rein as one of the two chairmen of the working group on telematics presented the characteristics of dangerous goods transport using the "Who Does What" table elaborated by the working group on telematics and approved by the RID/ADR/ADN Joint Meeting. It has been agreed to hold a joint meeting of the working group on telematics and CEN/TC 278/WG 15 (12 September 2011, Geneva) to finally clarify the scope of the data set to be transmitted.
6. In this context, it should be pointed out that the RID/ADR/ADN Joint Meeting already has available a document of the European Commission (document OTIF/RID/RC/2011/35 – ECE/TRANS/WP.15/AC.1/2011/35) which addresses the scope of an "identification message" which is to be incorporated into TSI TAF for rail transport. This is an issue similar to the one to be discussed within the framework of eCall HGV/GV. Different solutions for the individual transport modes are however also conceivable.

Proposal 1

7. According to current knowledge, within the framework of eCall HGV/GV a total of 100 bytes is available for the minimum data set. The scope of the data to be transmitted automatically is therefore severely limited. This causes problems in particular for groupage transport operations as it is not possible to transmit the data for every individual dangerous package.

8. The solution proposed by the CEN WG to select only the four "most dangerous goods" from all goods to be carried is considered to be not useful. The proposal does not take into account that different goods may react very differently with each other in the event of a release. Moreover, it is impossible for the driver or carrier to decide which four goods are the most dangerous ones.
9. As already discussed in the working group on telematics, Germany therefore proposes to include in the automatic emergency call
 - a general reference to the presence of dangerous goods, and, additionally,
 - a link to a relevant data base to access the complete data set in accordance with Chapter 5.4 of ADR for all dangerous goods carried.

Proposal 2

10. The data needed for the automatic emergency call must be identical to the corresponding information in accordance with dangerous good provisions (Chapter 5.4 of ADR) so that they can be generated from the respective (electronic) documents. Further information (e.g. number of the dangerous goods on board, emergency number) cannot be indicated because it is not mandatory and would require additional (manual) input effort.

Proposal 3

11. For carriage in tanks, it is conceivable that – in addition to the link to the complete data set as mentioned in proposal 1 – already with the automatic emergency call certain initial information in the form of a minimal data set is sent to the emergency services. In this case, the data set should contain the following contents:
 - Carriage in tanks: "Yes" or "No"
 - Up to 10 data sets with the following content:
 - UN No. preceded by the letters "UN" in accordance with 5.4.1.1.1 (a) of ADR (Column (1) of table A of ADR);
 - The classification code for substances and articles of class 1, the class number "7" for radioactive material of class 7 as well as the numbers of the danger label models for substances and articles of the other classes (+ subsidiary risk) in accordance with 5.4.1.1.1 (c) of ADR (class in accordance with column (3a), classification code in accordance with column (3b) or danger label in accordance with column (5) of table A of ADR);
 - The packing group in accordance with 5.4.1.1.1 (d) of ADR (column (4) of table A of ADR).
12. The above possibility to transmit up to 10 data sets it is to cover the cases where several dangerous goods are carried in tanks on one vehicle: e.g. in multiple-compartment tank-vehicles or in several small tank-containers.
13. For transport operations involving carriage in tanks, the above initial information from the minimal data set is sufficient for the emergency services to determine the first measures in the event of an accident.
