

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

INF. 10

2 March 2011

Original: German

RID/ADR/ADN

Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods
(Bern, 21. bis 25. März 2011)

Item 6 of the provisional agenda: Reports of informal working groups

**Report of the 7th Session of the Working Group on Telematics
(Bordeaux, 17 - 19 January 2011)**

Transmitted by the OTIF Secretariat

1. At the invitation of France, the 7th meeting of the working group on telematics was held from 17 to 19 January 2011 in Bordeaux. The meeting was chaired by Claude Pfauvadel (France).
2. The following States took part in the discussions at this meeting: France, Germany, Romania, Sweden and the United Kingdom. The Intergovernmental Organisation for International Carriage by Rail (OTIF), the European Commission, the European Railway Agency (ERA), the International Federation of Freight Forwarders Associations (FIATA), the International Union of Railways (UIC) and the Association of the European Rail Industry (UNIFE) also took part (see Annex I).

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

German Research Project

General overview

3. With the help of the presentation in Annex II, Mr Lügges (Albrecht Consult) firstly recapped the various work packages in the German research project (see also the report of the 6th session of the working group in document OTIF/RID/RC/2010/42, paragraphs 3 to 11). He referred in particular to the timetable which anticipated that the final results of work packages WP200 (Relevant Standards) and WP300 (Certification Structures) would be available in May, those of WP400 (IT Security Concept) in August and those of WP500 (Data/Process Modelling) in September 2011.
4. The representative of Germany emphasised that throughout the entire research project, it was anticipated that there would be constant interaction with the working group. The initial results could therefore be studied by the representatives of States and organisations between the beginning of March and May and discussed at the next session of the working group.

Work package WP500 (Data/Process Modelling)

5. Using the presentation in Annex III, Dr Kaltwasser (Albrecht Consult) explained the expected results of the Data/Process Modelling work package:
 - Overview of the carriage of dangerous goods field,
 - Provision of information for future standardisation and certification processes, so that at a later stage, these standards and certification procedures can be referred to in RID/ADR/ADN to ensure interoperability,
 - Reference framework to align with external standardisation processes (e.g. including TSI TAF (Technical Specifications for Interoperability – Telematic Applications for Freight)).
6. He stressed that the task was not to produce systems, but to enable the technical development of systems using a data model developed on the basis of the "Who does what" table. This data model, which will form the basis for the exchange of data, would also have to be sufficiently flexible to be able to trace amendments to the underlying provisions of RID/ADR/ADN. The data modelling was proving to be more difficult because of the fact that according to the results of the working group so far, not all participants should receive the same set of data and extraction of data for the various participants therefore had to take place with the help of the crosses in the "Who does what" table.

Work package WP200 (Relevant Standards)

7. Standing in for Dr Harrod Booth, Dr Kaltwasser introduced the activities in work package WP200, in which the standards relevant to telematics were being researched (see Annex IV). This included looking at which standardisation bodies were working in this area and what activities were already underway. The working group would have to state its position on the applications that are possible, the mandatory or optional application of standards and on implementing technological advances.
8. The working group expressed its wish that Dr Harrod Booth should represent its aspirations in the relevant standardisation bodies. In addition, the RID/ADR/ADN Joint Meeting's CEN advisor should be asked to introduce the working group's results into the various standardisation bodies.

The "SCUTUM" Project

9. With the help of the presentation in Annex V, Mrs Di Fazio (Telespazio) explained the SCUTUM project (Securing the EU GNSS adoption in the dangerous material transport). Its aim is to use EGNOS (European Geostationary Navigation Overlay Service) to enable the position of dangerous goods vehicles to be established more accurately than is possible using GPS data alone, even in unfavourable environments (see also the report of the 6th session of the working group in document OTIF/RID/RC/2010/42, paragraphs 15 and 16). An Italian petroleum company was already using this technology to determine the positions of 400 tank-vehicles in Italy, Austria, France, Hungary and Slovakia. The number of tracked tankers is to increase in the next months. At the same time, various other parameters were also transmitted, such as temperature, pressure, acceleration. The specifications of the interfaces specifically concerning the information relating to position were laid down in a CEN workshop on SCUTUM. While the current focus was on the carriage of dangerous goods by road, it was planned to extend the system to other transport modes and to all types of goods transport at a later stage.
10. The working group confirmed that in addition to undertakings, the aim was also to provide the emergency services and authorities with information on positioning. If the dangerous goods regulations prescribed in future that an exact position had to be provided, the standard resulting from the SCUTUM project could be referred to, although other technical means of enabling the exact position to be determined would also have to be allowed.

French Operational Test

11. Mr Méchin (CETE SO) explained the operational test France was planning, which was based on the data and process modelling resulting from the German research project and would establish a link to other projects (e.g. SCUTUM) (see presentation in Annex VI). The aim of this operational test was to examine the opportunities for using the data and process model in practice and to propose a methodology for implementation and a degree of centralisation for the data platform.
12. In addition to road transport, the working group wished rail transport to be taken into account so that any results could also be incorporated when revising the TSI TAF (Telematic Applications for Freight) (see paragraphs 22 to 24). In rail transport – as opposed to road transport – the problems surrounding the electronic consignment note had already been resolved.
13. It was recalled that the "Who does what" table was also produced with the question in mind as to who imperatively requires what information. This should ensure that data protection was taken into account and prevent businesses from being able to collect data from competitors.
14. The representative of UIC explained that it was not generally necessary to retain data and that all data should only be released in the event of an accident.

The "eCall" Project

15. The eCall project was originally developed for cars. Its purpose was to inform the emergency services immediately in the event of an incident by transmitting a minimal set of data (such as location, VIN number) and to establish voice communication. Later, the idea of extending the project to lorries arose and for the carriage of dangerous goods, to supplement the data set with minimal data specific to the dangerous goods, where the UN number and packing group were considered sufficient (see Annexes VIIa and VIIb). This would mean however that this data set would always have to be updated if interim loading and unloading took place. Nine EU States will implement eCall on the basis of a Memorandum of Understanding (see also http://www.esafetysupport.org/download/ecall_toolbox/invehicle_ecall_mou.pdf).

16. The working group was of the view that these minimal data were insufficient for the dangerous goods sector. In this case, it would be better simply to point out the presence of dangerous goods and to refer to a database where these data are stored for more information. It was considered counterproductive for the driver to have to update the data.
17. The working group said it would like somebody who was involved in the eCall project to take part in its future sessions. The Chairman of the working group would also present the results it had achieved so far to the next meeting of the eCall project group.

The IATA "e-freight" Project

18. Mrs Graf-Gruber (IATA) introduced the "e-freight" project, whose purpose was to avoid a plethora of paper documents in air transport (see Annex VIII). The main aim of this project had been to produce a single data set that could be used by the various participants. E-freight served to reduce costs, speed up procedures and ensure greater accuracy of data. It was already used in 31 countries.
19. Mrs Graf-Gruber explained that the data platform, which could be made available by different providers, was not a database. Its sole task was to generate the input data in different formats. Control authorities did not have access to this data platform.
20. As there was a link to rail and road transport prior to and following air transport, it was agreed to keep IATA up to date with the results of this working group.

The "Aquifret" Project

21. The working group was informed about the "Aquifret" project (see also www.aquifret.com). The project concerned the development of a telematics platform for the multimodal (sea/rail/road) tracking and tracing of goods in the ports of Bayonne and Bordeaux. This telematics platform should ensure that goods could be traced throughout a journey, even when they were transhipped onto a different mode of transport. The tracking and tracing of dangerous goods consignments in the region was also integrated into the project.

Revision of the TSI TAF

22. Mr Ruffin (ERA) informed the working group of the work on revising the TSI TAF (Technical Specifications for (railway) interoperability – telematic applications for (rail) freight). These TSI contained requirements for the exchange of data between railway infrastructure managers and rail transport undertakings and prescribed real time information on the train number, the composition of the train and the position of the wagon in the train. For the carriage of dangerous goods, information in accordance with lines 1, 2, 4 and 5 of the "Who does what" table was required, i.e. information on the UN number, the proper shipping name and the danger labels.
23. The working group confirmed that it was sufficient in the TSI TAF to require only the UN number, the packing group and for certain substances, special provision 640, from which all the other information in Table A of RID/ADR Chapter 3.2 could then be derived. In the data modelling in the German research project (see paragraphs 5 and 6), a standard set of data derived from these three pieces of information could also be provided for certain participants.
24. The representative of UIC explained that for the revised TSI TAF, which should apply from 2014, an official data catalogue was being produced. In the amendment process, more comprehensive requirements for dangerous goods could also be incorporated into the TSI. The requirements specific to dangerous goods also had yet to be incorporated into the eRailFreight project (electronic consignment note).

Next session

25. At the invitation of Germany, the next session of the working group will be held in Tegernsee on 12 and 13 May 2011. The main subjects will be data protection and data security. On Wednesday, 11 May 2011, an information seminar on telematics applications in the transport of dangerous goods, organised by the German Ministry of Transport, Building and Urban Development, will be held as part of the "transport logistic 2011" trade fair. The Secretariat of OTIF sent out the invitation to this session on 27 January 2011 by e-mail.
-

LIST OF PARTICIPANTS
of the Joint Meeting working group on telematics (Bordeaux, 17 – 19 January 2011)

	Name of Participant	Body represented	Address	Phone	Fax	E-mail
<i>Representatives of Contracting States/Member States, international organisations and the European Commission:</i>						
1	Pfauvadel, Claude	France (Min.)	Ministère des Transports Mission du Transports des Matières dangereuses Arche sud F – 92055 Paris la Défense Cedex	+33-1-40818766	+33-1-40811065	claudе.pfauvadel@equipement.gouv.fr
2	Louette, Eric	France (Min.)	MEEDDAT DGITM/Mission Transports Intelligents La Grande Arche F – 92055 Paris - La Défense Cedex	+33-1-4081-8238	+33 (0)1 40 81 10 65	eric.louette@developpement-durable.gouv.fr
3	Méchin, Jean-Philippe	France (CETE SO)	Centre d'Etudes Techniques de l'Equipement du Sud Ouest (CETE SO) Département Informatique et Modernisation Rue Pierre Ramond Caupian, BP C F – 33165 Saint-Médard-en-Jalles cedex	+33-55670-6575	+33-55670-6678	jean-philippe.mechin@equipement.gouv.fr
4	Delcampe, David					david.delcampe@developpement-durable.gouv.fr
5	Rein, Helmut	Germany (Min.)	Bundesministerium für Verkehr, Bau und Stadtentwicklung – Referat UI 33 – Robert-Schuman-Platz 1 D – 53175 Bonn	+49-228-300-2640	+49-228-300-807-2640	helmut.rein@bmvbs.bund.de
6	Hoffmann, Alfons	Germany (Min.)	Bundesministerium für Verkehr, Bau und Stadtentwicklung – Referat UI 33 – Robert-Schuman-Platz 1 D – 53175 Bonn	+49-228-300-2645	+49-228-300-807-2645	alfons.hoffmann@bmvbs.bund.de

7	Stanciu, Monica Diana	Romania (ARR)	Int'l rel referent Romanian Road Transport Authority – ARR	+40-21-318-21-00	+40-21-313-48-54	monica_d_stanciu@yahoo.com
8	Cuciureanu, Mihai	Romania	Chief office TDG Romanian Road Transport Authority – ARR	+40-21-318-21-00	+40-21-318-21-05	mihaicuciureanu@gmail.com transport_marfa@arr.ro
9	Gunnarsson, Magnus	Sweden (Volvo)				magnus.gunnarsson@volvo.com
10	Hart, Jeff	United Kingdom	Department for Transport Dangerous Goods Division Zone 2/26 Great Minster House 76 Marsham Street GB – London SW1P 4DR	+44-20-7944 2758	+44-20-7944 2039	jeff.hart@dft.gsi.gov.uk
11	Todorov, Stanislav	European Commission				stanislav.todorov@ec.europa.eu
12	Ruffin, Emmanuel	ERA Project Officer, Safety Unit	European Railway Agency 120 Rue Marc Lefrancq BP 20392 F – 59307 Valenciennes Cedex	+33-3-27096707	+33-3-27096807	emmanuel.ruffin@era.europa.eu
13	Guricova, Katarina	OTIF	Intergovernmental Organisation for International Carriage by Rail (OTIF) Gryphenhübeliweg 30 CH – 3006 Bern	+41-31-3591016	+41-31-3591011	katarina.guricova@otif.org
14	Conrad, Jochen	OTIF	Intergovernmental Organisation for International Carriage by Rail (OTIF) Gryphenhübeliweg 30 CH – 3006 Bern	+41-31-3591017	+41-31-3591011	jochen.conrad@otif.org
Representatives of international and European associations:						
15	Helmke, Claus Dieter	FIATA (DHL)	DHL Freight GmbH Koordinator SGU Auf der Hohen Schaar 7 D – 21107 Hamburg	+49-40-22924-300	+49-40-22924-392	clausdieter.helmke@dhl.com
16	Wilke, Rainer	UIC (DB AG)	Deutsche Bahn AG BKL Telematik und eBusiness (GWT) Avenue des Arts 40 B – 1040 Brüssel	+32-228900-85	+49 (0)6131-15-60717	rainer.wilke@deutschebahn.com

INF. 10

17	Heintz, Jean-Georges	UIC (SNCF)	Société Nationale des Chemins de Fer (SNCF) 34, Rue du Commandant Mouchotte F – 75699 Paris Cedex 14	+33-1-5325-3028	+33-1-5325-3067	jean-georges.heintz@sncf.fr
18	Haltuf, Miroslav	UNIFE (OLTIS Group – RPPI)	RPP International s.r.o. Pernerova 2819/2a CZ – 130 00 Praha 3	+420 724 001 958 (GSM) +420-910-801120		miroslav.haltuf@rppi.cz
19	Webb, Andrew	EIGA Deputy General Secretary	European Industrial Gases Association (EIGA) Av. des Arts, 3-5 B – 1210 Bruxelles	+32-2-2096034	+32-2-2198514	a.webb@eiga.eu
20	Dr. Kaltwasser, Josef	DATEX Technical Group	AlbrechtConsult GmbH Theaterstr. 24 D – 52062 Aachen	+49-241-400-29-025	49-241-500-718	josef.kaltwasser@albrechtconsult.com
21	Lüppges, Christian		AlbrechtConsult GmbH Theaterstr. 24 D – 52062 Aachen			christian.lueppges@albrechtconsult.com
22	Dr. Harrod Booth, Jon	Harrod Booth Consulting	Denton New Park Road Cranleigh GB – Surrey GU6 7HJ	+44-7-990520404		jon@harrodbooth.com
23	Bernadet, Dominique					dominiquebernadet@aft-iftim.com
24	Di Fazio, Antonella					antonella.difazio@telespazio.com
25	Graf-Gruber, Andrea	IATA				grafa@iata.org
26	Reix, A.					a.reix@isocelconseil.fr
Interpreter:						
27	Ashman, David	OTIF	Intergovernmental Organisation for International Carriage by Rail (OTIF) Gryphenhübeliweg 30 CH – 3006 Bern	+41-31-3591033	+41-31-3591011	David.Ashman@otif.org