

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
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Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods
(Geneva, 11 - 21 September 2007)

**Report of the ad hoc working group to draft terms of reference, a work programme and a
procedure for a working group on dangerous goods telematics in intermodal transport**
(Bonn/Mainz, 23 and 24 August 2007)

Transmitted by the Secretariat of OTIF

1. At the invitation of the German Federal Ministry of Transport, Building and Urban Affairs (BMVBS), an ad hoc working group met on 23 and 24 August 2007 to draft terms of reference, a work programme and a procedure for a working group on dangerous goods telematics in intermodal transport (see paragraphs 64 and 65 of the report of the last Joint Meeting OTIF/RID/RC/2007-A – ECE/TRANS/WP.15/ AC.1/106).
2. The following States took part in the discussions at this meeting: Belgium, Germany, France, Netherlands, Norway, Austria, Portugal, Sweden, Switzerland and the United Kingdom. The European Commission was also represented. In addition, the following non-governmental international organisations were represented: European Chemical Industry Council (CEFIC), International Federation of Freight Forwarders Associations (FIATA), International Road Transport Union (IRU), International Union of Railways (UIC) and the Union of the European Railway Industries (UNIFE).

Chairmanship of the working group meeting

3. Mr H. Rein (Germany) was elected chairman of this ad hoc working group.

Initial views on the subject of telematics

4. The chairman asked the participants for their initial views and what they wanted to see from dangerous goods telematics in intermodal transport.
5. The industry associations first wished to have a precise definition of the term “telematics”. The representative of IRU feared the complete surveillance of drivers and undertakings and the

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automation of fines if the authorities were provided with information directly from the vehicle. The representative of CEFIC saw no need for all-embracing solutions.

6. Among other things, the governmental representatives thought telematics would bring the following benefits:
 - the location of vehicles carrying dangerous goods could be determined;
 - rapid response in the event of incidents;
 - improved safety by notifying irregularities (e.g. increased pressure in the tank, increased temperature, ...);
 - support for the transfer of traffic to safe and environmentally friendly modes;
 - possible advantages in the area of environmental protection and security;
 - information on the dangerous goods being carried might facilitate implementation of the new ADR provisions for tunnels and might be useful when designing tunnels.
7. It was also pointed out that different advantages might contradict each other. For example, while there might be an improvement in safety, additional problems might arise in the area of security.
8. Participants agreed that a cost/benefit analysis should be carried out, taking into account the amount of dangerous goods as a proportion of total traffic and the most frequently carried dangerous goods. The question arose, for example, as to whether the benefits for short-distance traffic would justify the additional costs. The multimodal aspect should be borne in mind in the work.
9. The chairman proposed that the working group to be formed should set out in a sort of list of specifications which new media could be used for what purpose and how realistic this would be, particularly from the cost/benefit perspective.

Terms of reference

10. On the basis of a document submitted by the representative of the United Kingdom, the ad hoc working group drafted terms of reference. These are reproduced in Annex 1 to this report.
11. The working group should seek to ensure the widest possible participation of all the important actors and make contact with other actors, particularly the European Commission. The working group should also be in a position to set up sub-groups to deal with specific issues if necessary.
12. It was agreed that the work could not produce results within a short timescale. At first, therefore the working group should therefore have an unlimited period in which to work. The working group should itself decide when interim results should be presented to the Joint Meeting.

Work programme

13. The ad hoc working group was of the view that it was not possible at the start of the work to develop an exhaustive catalogue of questions, as new knowledge might come to light during the work, thus raising new questions. However, the work programme proposed by the representative of the European Commission in a document (see Annex 2) could serve as a basis.

First session of the working group

14. The representative of France said he was prepared to invite the working group to hold its first session in Bordeaux from 6 – 8 February 2008.

Terms of reference for a RID/ADR/ADN working group on the use of telematics for the carriage of dangerous goods

The Joint Meeting is requested to establish a working group with the mandate to consider the possible use of telematics to enhance the provisions for carriage of dangerous goods.

The working group shall:

1. Consider what information provided by telematics enhances the safety and security of the transport of dangerous goods and facilitates such transport. In particular, consider who might benefit from the provision of such information and in what way, having regard, inter alia, to: consignors, transport operators, emergency responders, enforcers, regulators.
2. Consider necessary parameters for telematics systems. Examine if existing systems meet these parameters and what further developments might be necessary.
3. Consider the cost/benefit analysis of utilising telematics for the purposes identified above.
4. Consider what procedures/responsibilities might be necessary to monitor the information captured by telematics and how access to data should be controlled.
5. Consider interfaces and synergy with other systems.

Basis for a work programme of the working group

1. Examine the results of the German telematics research project of 2007.
2. Examine the results of the European Commission's feasibility study of 2007 on tracking and tracing systems.
3. Verify or examine, in what kind of functions in dangerous goods transport telematics facilities might be desirable (also in addition to tracking & tracing) in a multimodal perspective, to improve transport safety or security, each to be examined separately if necessary.
4. Verify or examine, in which additional, mode-specific functions telematics facilities might be desirable (such as derailment detection, control of MEMU vehicles), to improve transport safety or security, each to be examined separately if necessary.
5. Verify or examine, who the users of the screened telematics facilities would be (public and private).
6. Verify or examine, what data and communication and in which form the desired telematics facilities would be needed.
7. Verify or examine, to whom the data should be communicated (often several addressees).
8. Verify or examine, whether, how and where the collected data should be stored and how it should be accessed.
9. Verify or examine, what kind of regulation should be created and to whom it should be addressed in order to ensure that the necessary data is available for those who need it (e.g. obligation for transport companies to use on-board-units in vehicles).
10. Verify or examine, if sufficient regulation can be provided in RID/ADR/ADN or if something more is needed in the EU.
11. Verify or examine, what kind of complementary standardisation would be needed to ensure interoperability of all regulated facilities and also of on-board-units with other tracking & tracing systems in other sectors.
12. On the basis of 1-11, draft a preliminary concept of appropriate telematics facilities, including possible data centres and their organisation, and a preliminary scope of necessary regulations and standards.
13. Draw up a proposal to verify or assess the feasibility of the telematics facilities examined and their cost/benefit for the users.
14. Draw up the final description of the telematics facilities that are decided upon.
15. Draw up a proposal for the amendments to ADR/RID/ADN that will be required by the telematics facilities decided upon.
16. Draw up a summary description of necessary standards to complement the regulations.
17. It is recommended that the WG will maintain informal contacts with DG Energy & Transport and the Regulatory Committee of the European Commission to ensure sufficient coordination in the examinations and possible regulations and standards.