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Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods**

Geneva, 13–17 September 2010

Item 6 of the provisional agenda

Reports of informal working groups**Report of the sixth session of the informal working group on
telematics (Hamburg, 21 - 23 April 2010)****Transmitted by the secretariat of the Intergovernmental Organization
for International Carriage by Rail (OTIF)^{1, 2}**

1. At the invitation of Germany, the sixth session of the informal working group on telematics was held from 21 to 23 April 2010 in Hamburg. The meeting was chaired by Mr. H. Rein (Germany).
2. The session was attended by representatives of: Austria, France, Germany and Romania, the European Chemical Industry Council (CEFIC), the International Association of Fire and Rescue (CTIF), the International Federation of Freight Forwarders Associations (FIATA), the International Union of Railways (UIC) and the Association of the European Rail Industry (UNIFE). (see informal document INF.4 for the list of participants)

¹ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2010/42.

I. Presentation of projects

A. German research project

3. The Chairman explained that the German Federal Ministry of Transport, Building and Urban Development (BMVBS) intended to award a research project to Albrecht Consult, the aim of which, among other things, was to transpose the information collected in the “Who does what” table into a data model. In the context of this project, the working group would function as a committee accompanying the project and would answer any questions that arose in the project work. The timescale for the research project, which would begin in June 2010, was eighteen months. All the results of the project would be published in German and English.

4. Dr Kaltwasser (Albrecht Consult) explained the project, which consists of the following work packages and which should also involve subcontractors from other European States:

- Project management and general approach
- Relevant standards
- Certification structures
- IT Security concept
- Data/process modelling in conjunction with a corresponding project by the French Government.

1. “Relevant standards” work package

5. In this work package, standards in the field of telematics would be examined so that recommendations could be made on which standards should be prescribed for interfaces and devices so as to ensure interoperability on a sustained basis. In so doing, parallel work on standards, which might overlap with the dangerous goods area, must be monitored (e.g. eCall (automatic emergency calls from vehicles)).

6. The representative of UIC pointed out that in addition to standards, various UIC leaflets, the TSI telematic applications and the work of OPTA (Open Telematics Alliance), an international association for the definition and development of standardised interfaces for telematic applications, should also be taken into account. He offered to make available the data modelling of the eRailFreight project (electronic consignment note, see section A of the “Who does what” table), which has already been developed.

7. The Chairman reminded the meeting of the systematic work on standards issues within the Joint Meeting, which ensures that CEN does not initiate any work on standards in the field of telematics in the transport of dangerous goods without the Joint Meeting’s knowledge.

2. “Certification structures” work package

8. As certification structures to demonstrate product conformity with the relevant standards are needed in addition to the definition of standards, this work package should be used to look at whether such structures are already available or are being prepared and whether a contribution from the carriage of dangerous goods discipline is necessary.

3. “IT Security concept” work package

9. In this work package, it should be ascertained which levels of security are necessary at which points, whether, to ensure secure communication, commercial providers’ existing infrastructures can be used to produce certificates (e.g. VerigSign) or whether proprietary certificates must be issued by the competent authorities.

10. The representative of UIC thought that with a view to the acceptance of telematics applications, data access rights should be given particular attention.

4. “Data/process modelling” work package

11. The data/process modelling to be undertaken on the basis of the data in the table would be carried out in conjunction with a French research project using the approaches from the European Commission’s DATEX project. Only limited resources were available this year for this research project, but these could be increased next year.

B. Applications being developed by the European Space Agency (ESA)

12. Dr Gustafsson (ESA) gave a presentation on the SECCOH (Security Control Centre for Hazardous Goods Transports) and SSMART (System for Safety in Multimodal Assisted Remotely Transports) application projects. The SECCOH project investigated stakeholder and user needs for a planned information provision service, built around a security control centre in which information on all transport operations involving dangerous goods, infrastructure and weather conditions would be brought together. Initially, this would cover the Alps region but could later be extended to cover the whole of Europe. The SSMART project aims to establish the needs of users in relation to compliance with the provisions on the carriage of dangerous goods, accident prevention and measures to be taken in accidents and incidents, to develop and validate a proof-of-concept, and to analyse the viability of the associated service.

13. In both projects, contribution from space assets is primarily in the area of satellite navigation (e.g. vehicle location, geofencing), satellite communication when terrestrial communication is not possible and earth observation (e.g. weather forecasting, spreading models for hazardous materials).

14. In these ESA projects which concern the carriage of dangerous goods, the working group requested that it alone should specify the basic conditions of dangerous goods law that are required. For example, an investigation as a priority of the elements contained in section C of the table could be considered. Dr Gustafsson remarked that other user needs might also exist above and beyond the carriage of dangerous goods, but these would still need to be considered in order to develop sustainable services. It was agreed that closer cooperation with ESA would be defined at the next meeting of the working group.

C. SCUTUM project

15. Mr Méchin (CETE SO) introduced the SCUTUM project (Securing the EU GNSS adoption in the dangerous material transport) which is supported by the European GNSS Supervisory Authority³. This is a European research and development project aimed at the broader application of technical solutions based on satellite navigation to determine the exact geographical position in the transport of dangerous goods.

³ European GNSS (Global Navigation Satellite System) Supervisory Authority (GSA)

16. The working group noted that it was important to improve the accuracy of the systems for determining the geographical position for the carriage of dangerous goods, but that this was only a partial aspect of the working group's overall spectrum of work and interests. For this project also, the working group requested that it should specify the attributes for requirements specific to the carriage of dangerous goods.

D. Dangerous goods information system (GEGIS) used by the Port of Hamburg

17. Mr Paulsen (Port of Hamburg police) gave a presentation on the dangerous goods information system used by the Port of Hamburg. Dangerous goods which are imported into the Port of Hamburg or which are to be loaded onto ships there must be notified via this computer-based information system. In addition to information specific to the dangerous goods, information also has to be provided on the purpose of the import (loading, unloading, transit), the ship and the stowage positions on board the ship. At all times therefore, the port has precise information on dangerous goods that are on board ships or in the port area.

II. Progress report

18. The Chairman noted that completion of the "Who does what" table concluded point 1 of the working group's terms of reference (ECE/TRANS/WP.15/AC.1/108/Add.3) (consider what information can be provided by telematics). The research project initiated by Germany (see paragraphs 4 to 11) would provide results on points 2 (Consider necessary parameters for telematics systems), 4 (consider what procedures/responsibilities might be necessary and how access to data should be controlled) and 5 (interfaces) by the end of 2011.

19. Only once these points had been dealt with and other projects had been considered could point 3 (cost/benefit analysis) be dealt with from the end of 2012. As improving safety was the main issue and an analysis that looked only at the economic feasibility could therefore only be of limited use, the main focus should be on a needs analysis to avoid over-regulation.

20. This timetable meant that the earliest implementation could take place would be 2015.

21. In the context of implementation, the training and equipping of the authorities and the organisation of communication between the Member States would also have to be discussed. In so doing, the extent to which the European Commission could assist the Member States should also be investigated. The representatives of Germany and France would report to the next meeting of the Dangerous Goods Regulatory Committee of the European Union on the progress of work and would ask the European Commission to take account of these issues in the ITS plan of work.

III. Final version of the table

22. The former lines 68 and 69⁴, which were combined in line XX ("Amount of dangerous goods in limited or excepted quantities") were separated again, as the

⁴ See informal document INF.8 submitted at the September 2009 session.

requirements (gross mass for limited quantities, number of packages for exempted quantities) were different. An additional cross was entered under “freight forwarder”.

23. In line with the ongoing discussion in the RID Committee of Experts, in line 47, the content of column 2 was amended to read “DG wagon number and position in the train”.

24. It was pointed out that various pieces of information are provided automatically by indicating the UN number and packing group and can be automatically generated by creating a link to the data in Table A of RID/ADR. Other redundancies that arise in the data modelling could be discussed in the working group during the research project.

25. The final version of the table would be placed on the UNECE and OTIF websites as a protected PDF document, with information on its status and a note that all previous versions are superseded, a list of all working group participants so far and the copyright notice. After registering, undertakings that might be interested may obtain an excel file free of charge from Mr Hoffmann (for address, see informal document INF.4).

IV. Next meeting

26. The next meeting of the working group, which should discuss progress in the German research project and the other ongoing projects, as well as progress in connection with eRailFreight, will be held from 17 to 19 January 2011 (alternatively 12 – 14 January 2011) at the invitation of France. In October 2010, there will be a bilateral meeting between Germany and France to discuss linking the German and French research projects.
