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Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Geneva, 17 - 27 September 2019)

Item 7 of the agenda: Reports of informal working groups

Report on the meeting of the informal working group on telematics (Tegernsee, 6 and 7 June 2019)

Communication by Germany on behalf of the informal working group on telematics

SUMMARY

Executive Summary: Information for the Joint Meeting on the completion of the Guidelines on using RID/ADR/ADN 5.4.0.2

1. The meeting of the working group on telematics was hosted by Germany on 6 and 7 June 2019 under the chairmanship of Gudula Schwan (Germany).
2. Representatives of the following countries participated in the discussions at this meeting: Belgium, Germany, France, Italy, Luxembourg, the Netherlands, Austria and the United Kingdom. The Intergovernmental Organisation for International Carriage by Rail (OTIF) and the European Chemical Industry Council (CEFIC) also participated.

Completion of the Guidelines on using RID/ADR/ADN 5.4.0.2

3. As mentioned in the report of the last Joint Meeting (see ECE/TRANS/WP.15/AC.1/154 – OTIF/RID/RC/2019-A, paragraphs 57 to 59), the working group reviewed the draft Guidelines in document ECE/TRANS/WP.15/AC.1/2019/21 – OTIF/RID/RC/2019/21 once again. Within this framework, various comments by Belgium, France, the Netherlands and Sweden were also considered.
4. The Guidelines have been completed; they are contained in document ECE/TRANS/WP.15/AC.1/2019/44 – OTIF/RID/RC/2019/44. In comparison with the draft Guidelines in document ECE/TRANS/WP.15/AC.1/2019/21 – OTIF/RID/RC/2019/21, the following amendments have been made:
 - The introduction is supplemented with additional explanatory text.
 - To enhance the structure of the Guidelines, they are divided into the following sections:
 - Section 1 – Scope and definitions
 - Section 2 – Obligations of the participants
 - Section 3 – Publication of the Guidelines and list of participants
 - Section 4 – Data security and technical maintenance
 - Section 5 – Principles for amending the Guidelines
 - The English term “participant” is used instead of “user” to refer to the states applying the Guidelines.
 - The provision of the Guidelines and the list of states applying the Guidelines on the UNECE and OTIF websites is taken account of.
 - In Section 4, a general statement on data security in addition to the explanations in Annex A 1 (b) (iv) and on technical maintenance is included.
 - The principles for amending the Guidelines are considerably simplified. The contents of the Guidelines concern the participants who apply these Guidelines. However, fundamental changes to the system architecture require the approval of the Joint Meeting.
 - Several amendments were made to Annex A, e.g. to clarify that a TP1 must accept a TP2 only if it complies with the requirements set out in the Guidelines and if it pays the TP1 for the agreed services. The data regarding the wagon number for rail transport are made more precise and requirements specific to rail transport have been deleted.

Possible date for the application of the Guidelines

5. To apply the Guidelines at international level, the states applying the Guidelines have to take steps in two different directions: they have to notify the UNECE and OTIF secretariats as set out in the Guidelines, and they have to take the steps necessary for implementation at national level. The Guidelines enter into force on different dates in accordance with the national law of the individual states; therefore, entry into force is not covered in the Guidelines.
6. It is stated that the Guidelines can be applied without the possibility of access having been created via a TP1 for enforcement bodies and emergency services, as the Guidelines provide that during the transitional phase the transport document must be available on a portable data terminal that has to be carried on board the vehicle. Where, within the context of checks, infringements are identified and evidence to pursue these infringements has to be secured, the powers of the competent authorities remain unaffected. Delays might therefore occur where the authorities take the necessary measures to secure evidence within their powers and this is more time-consuming compared to making a copy of a paper document.
7. The participants exchange information on the planned steps for implementation in the individual states. Making the Guidelines applicable as soon as possible provides legal certainty for users and providers of TP1 services; however, the safety gain is achieved only once authorities and emergency services actually have access via the Internet. The participants from Austria and Germany voiced their intention to make the Guidelines applicable as from 1 January 2020. Other states first want to make progress with the access possibilities for the enforcement authorities

and emergency services via a TP1. However, in principle, it can be assumed that in the majority of the participating states the Guidelines can be promulgated relatively quickly, while the technical implementation (TP1 service and access possibilities for enforcement authorities and emergency services) will still require some more time. In this context, it was noted that electronic documents are already generally accepted in certain states.

Technical TP1 working group

8. The results of the meeting of the technical TP1 working group (Aix-en-Provence, 11 and 12 December 2018) can be found in the enclosed presentation, see also Annex II.
9. In this context, Mr Lüpkes provided information on the basis of an example about the possibility of using future suitable Horizon 2020 Calls (Call for Tender of the EU Commission on the digitalization of transport systems) to fund the implementation of a federated TP1 architecture (with regard to eFTI).
10. The technical TP1 working group is asked to address the question of whether and in what form it might be possible to generate funds, within the framework of the current Horizon 2020 working programme, for the further working points that were identified. Moreover, the technical TP1 working group was asked to convene the next meeting with a view to the intended promulgation of the Guidelines.

Next steps

11. The completed Guidelines will be submitted to the Joint Meeting as an official document (see document ECE/TRANS/WP.15/AC.1/2019/44 – OTIF/RID/RC/2019/44). After coordination with the participants, the report of the working group will be submitted as an informal document.

Further dates of the working group

12. Now that the Guidelines on using RID/ADR/ADN 5.4.0.2 are complete, no further meeting of the working group on telematics is currently required. This is without prejudice to further meetings of the TP1 technical working group.
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