

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, 23 – 27 March 2009)

Agenda item 7: Reports of informal working groups

Interim report of the working group on telematics

Information transmitted by the Secretariat of OTIF

1. In accordance with the mandate given in the report of the Joint Meeting (Geneva, 11 – 21 September 2007) (see document OTIF/RID/RC/2007-B/Add.3 – ECE/TRANS/WP.15/AC.1/108/Add.3), the working group on telematics has started its work and has met three times. The meetings have been chaired alternately by Claude Pfauvadel (France) and Helmut Rein (Germany).

Information that can be provided by telematics applications (see paragraph 1 of the working group's terms of reference)

2. So far, the working group has concentrated its efforts on producing a table containing a list of information prescribed in RID/ADR that can today be provided using conventional means; one column in the table shows the participants who need this information or who might need it. The table also contains notes on the purpose for which a piece of information is needed, when it is needed and how it is provided.
3. The table also contains new information that could be transmitted if telematics systems were available, such as alarm signals for abnormal conditions of transport (e.g. fire, derailment, overturning of vehicle, defective functioning of the vehicle equipment). Lastly, the table also has columns that provide an assessment as to whether the use of telematics would create any advantages by the improved availability of information in incidents or accidents, or whether it would bring any operational benefits. This part of the table must be conclusively checked by

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means of cost/benefit analysis (see paragraph 3 of the working group's terms of reference).

4. Annex 1 shows the title lines of the table with the column headings. This table has to be considered as a tool to be used within the working group. It is not the final result of its work, which will further consist of an arrangement and selection of the total information according to its relevance and feasibility in relation to telematics. The complete table will be submitted to the Joint Meeting for information and understanding of the process within the working group once it has been finalised.

Consideration of interfaces and synergy with other systems (see paragraph 5 of the working group's terms of reference)

5. In the course of the working group's sessions, presentations were also given on telematics projects that are being carried out at local or regional level and on examples of telematics applications.

DATEX II

6. In this context, particular mention should be made of the DATEX II project, which defines the transmission protocol for data between the traffic management and traffic information centres for trunk roads in Europe and which is currently established as the European standard. This project also covers multimodal aspects, provided part of the transport operation is by road. There are also similar activities in the rail sector, but these are not co-ordinated with DATEX II at the moment.
7. The working group asked the DATEX II technical group to check whether the existing system could be expanded to meet the requirements of the dangerous goods sector and to cover all OTIF Member States/ADR Contracting Parties.

Intelligent Transport System (ITS)

8. The working group learned of the European Commission's action plan on the development of an intelligent transport system in Europe and of the proposal for a directive of the European Parliament and of the Council laying down the framework for the deployment of intelligent transport systems in the field of road transport and for interfaces with other transport modes, which is available in English
(<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0887:FIN:EN:PDF>)
German
(<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0887:FIN:DE:PDF>)
and French
(<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0887:FIN:FR:PDF>).
9. The working group said it would be an advantage if, when examining this action plan and the directive at national level, representatives of the Member States could work towards ensuring that a consistent system for all the transport modes came about. The Joint Meeting should also support this request.

Next session of the working group

10. At the invitation of Germany, the next session of the working group will be held in connection with the "transport logistic 2009" trade fair from 13 to 15 May 2009 in Munich.

Annex 1

No.	Information	WHO IS IT FOR?						WHAT IS IT FOR?	WHEN IS IT NEEDED?	HOW IS IT PROVIDED?	AVAILABILITY	USE OF TELEMATICS							
												Operational advantage Better availability in case of incidents/accidents Technical feasible In case of incident/accident							
											Operational								
		Driver	Shipper/Consignor/ Sender ¹⁾	Freight forwarder	Consignee	Loader	Carrier	Tank-wagon operator	Packer	Filler	Tank-container operator	Infrastructure manager ²⁾	Competent authority ³⁾	Emergency response	Enforcement	Security			