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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

**REPORT OF THE JOINT MEETING OF THE RID COMMITTEE OF EXPERTS AND THE
WORKING PARTY ON THE TRANSPORT OF DANGEROUS GOODS ON ITS SESSION**

held in Geneva from 11 to 21 September 2007

Addendum */

Annex 3

Terms of reference and work programme of the informal working group on the use of telematics
for the carriage of dangerous goods

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I. TERMS OF REFERENCE OF THE INFORMAL WORKING GROUP ON THE USE OF TELEMATICS FOR THE 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, and 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; and
5. Consider interfaces and synergy with other systems.

II. WORK PROGRAMME OF THE INFORMAL WORKING GROUP ON THE USE OF TELEMATICS FOR THE CARRIAGE OF DANGEROUS GOODS

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 Mobile Explosives Manufacturing Units (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 regulations should be created and to whom they 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 European Union;
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 items 1-11 above, 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.

It is recommended that the Working Group maintain informal contacts with the Directorate-General for Energy and Transport and the Regulatory Committee of the European Commission to ensure sufficient coordination in the examinations and possible regulations and standards.
