

# OTIF



ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL

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**INF.7**

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## **RID/ADR/ADN**

Joint Meeting of the RID Committee of Experts and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 13 - 23 September 2011)

## **Agenda item 7: Reports of informal working groups**

### **Report of the eighth session of the informal working group on telematics (Tegernsee, 12 and 13 May 2011)**

## **Transmitted by the secretariat of OTIF**

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1. At the invitation of Germany, the 8<sup>th</sup> meeting of the working group on telematics was held on 12 and 13 May 2011 in Tegernsee. The meeting was chaired by Helmut Rein (Germany).
2. The following States took part in the discussions at this meeting: Austria, Czech Republic, Finland, France, Germany, Netherlands, Romania, Spain, Sweden, Switzerland and the United Kingdom. The Intergovernmental Organisation for International Carriage by Rail (OTIF), the European Commission, the European Railway Agency (ERA), the European Chemical Industry Council (CEFIC), the International Federation of Freight Forwarders Associations (FIATA), the International Union of Railways (UIC) and the Association of the European Rail Industry (UNIFE) also took part (see Annex I).

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### German research project

3. Firstly, the working group heard detailed information on the results/interim results of work packages WP 200, WP 300 and WP 400 of the German research project.

#### Work package WP 200 (Relevant Standards)

4. Dr Booth (Harrod Booth Consulting) presented the results of the work in work package WP 200. In the context of this work, existing relevant standards relating to telematics and standardisation bodies working in this area should be identified. It should also be checked what activities were taking place at the moment and it should be established whether it was necessary to initiate any standardisation processes.
5. In the presentation attached in Annex II, Dr Booth gave the working group an overview of the current situation with regard to standards and made some recommendations on how to take the work forward. One of the recommendations was to develop a data terminology specific to dangerous goods in order to simplify the integration of dangerous goods applications into other projects not specific to dangerous goods. It was also important to play an active role in ongoing processes of standardisation for relevant projects (eCall, eFreight, WI ISO 15638<sup>1</sup>) in order to ensure that the data specific to dangerous goods are taken over into the operational model. It should also be considered whether to suggest revising the existing relevant standards (e.g. ISO 17687:2007<sup>2</sup>).
6. The working group participants had different views on who should commission the European Committee for Standardization (CEN) to initiate a standardisation process. While the representative of the United Kingdom emphasised that the European Commission should commission CEN to coordinate the work of the various standardisation groups and feed in the requirements for the transport of dangerous goods, the Chairman instead proposed that the mandates should be issued by the Joint Meeting's working group on standards via the CEN advisor.

#### Work package WP 400 (IT Security Concept)

7. Using the presentation attached in Annex III, Dr Otten (often software) explained the interim results of the work in work package WP 400 to develop an IT security concept for dangerous goods data.
8. At the start of his presentation, Dr Otten discussed data protection and data security requirements for the use of telematic applications in the transport of dangerous goods. The most important data protection and data security requirements were as follows:
  - Unique mapping of data content to the correct consignor/originator. The non-reputability of data generation would be achieved by means of a digital signature, among other things.
  - Confidentiality of data: only authorised persons should have access to data (entering, reading, amending, deleting). The prerequisites for this are secure authentication and authorisation of authorised persons.
  - Preventing the deduction of load and routing profiles.
  - No data warehouse, but short-term storage and automatic deletion of data after transport.

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<sup>1</sup> ISO project 15638 "Framework for Collaborative Telematics Applications for Regulated Commercial Freight Vehicles (TARV)" by ISO Technical Committee TC 204.

<sup>2</sup> ISO 17687:2007 "Transport Information and Control Systems (TICS)".

- Data integrity: it must be ensured that data cannot be tampered with by third parties.
9. According to Dr Otten, an important factor in data security was the separation of vehicle identity data and payload data (information on the dangerous goods and meta data). Digitally signed data should be distributed between two trusted parties. Neither party should be able to read or delete the data without the help of the other. In this way, the creation of unwanted load and routing profiles is prevented and third parties' access to data is made very difficult.
  10. The representative of UIC said the data access rights should only be determined on the basis of dangerous goods law, not on the basis of commercial or other official interests (e.g. statistical purposes).
  11. The meeting was reminded that this IT security concept assumed that the data were only available for communication purposes in the event of inspections or accidents. The Chairman pointed out that the entire system was based on the "Who does what" table, which laid down which participants must have access to which data. If data were also to be available to other participants to use for other purposes, a decision on this would have to be taken.
  12. To conclude, the working group was informed about the security mechanisms of the various communication models. The working group saw the greatest advantages in the communication model in which communication between the authorised handheld terminal device and the trusted parties takes place via a control centre computer. In this model, decisions concerning the last mile can be left to the local (national) levels.

#### Work package WP 500 (Data/Process Modelling)

13. Using the presentation attached in Annex IV, Dr Kaltwasser (Albrecht Consult) informed the working group of the interim results of the work package on data/process modelling. Among other things, he presented the first draft of the documentation of the data model for the transport of dangerous goods (see Annex V). This important document explained the processes of transforming the information from the "Who does what" table into the data model and the modelling methods used, described the semantics of the data model and also contained a data dictionary with definitions and rules for presenting data elements.
14. The representative of FIATA drew attention to possible problems in connection with carriage in a transport chain including maritime carriage in accordance with 1.1.4.2. There were various substances that were classified as dangerous in the IMDG Code, but which were not considered dangerous in RID/ADR, and vice versa. The Chairman pointed out that this problem could be resolved when modelling line 18 of the "Who does what" table, which contained a reference to multimodal transport (RID/ADR 5.4.1.1.7).
15. In the discussion, the question was also raised as to whether and to what extent IATA's eFreight project should be taken into account in the data modelling. While the Chairman was of the view that this project did not have a great deal of relevance to the model, because it was a purely commercial project with no access for the public authorities, did not include the carriage of dangerous goods and was only aimed at doing away with paper as a medium, the representative of France thought the attempt to replace paper-based communication with electronic communication was a point of contact with what the working group was trying to achieve. The representative of the United Kingdom pointed out that according to its terms of reference (paragraph 5), the working group was also supposed to take account of the interfaces with other transport modes. This was all the more important in view of the extensive amount of work that had been invested in harmonising the modal regulations in the past. The working group agreed that the data modelling of the German research project, which was based on the inland transport of dangerous goods, should also be brought to the attention of the other transport modes.

16. In reply to a question from France as to whether all the attributes from the “Who does what” table had been taken into account in the data modelling, Dr Kaltwasser said that all the attributes from Part A and some of the attributes from Part B of the table could be modelled. However, this was not the case for Part C of the table, as this was only a wish-list for the future. The Chairman explained that modelling could only be carried out in the areas where the regulations contained clear information. The modelling of possible exceptions was also only possible to a limited degree.
17. The representative of Austria pointed out that it would be preferable if the data model were always to reflect the latest status of the provisions. When asked, Dr Kaltwasser confirmed that all subsequent amendments would have to be taken into account in the data model. The final report of the project would contain recommendations on how amendments could be dealt with in future.
18. Dr Kaltwasser said he was prepared to provide all those participants who were interested with the XML diagram of the data model. The Chairman asked all participants to make themselves familiar with the first draft of the documentation on the data model in Annex V and to let Dr Kaltwasser know whether there were any false assumptions underlying it. All comments would be processed in collaboration with the German Ministry of Transport and taken into account in the next report on the data modelling.

### **The HeERO project (Harmonised eCall European Pilot)**

19. With the help of the presentation in Annex VI, Mr Evers (ITS Niedersachsen) introduced the HeERO project, which dealt with the harmonised introduction of eCall in Europe. This was particularly difficult in some States where a large number of emergency control centres were operated.
20. As a reminder (see also paragraphs 15 to 17 of the report of the 7<sup>th</sup> session of the working group – informal document INF.10 from the Joint Meeting in March 2011): eCall, which is anticipated will be available in 2014, is an automatic emergency message sent via the GSM network, initiated, for example, by the activation of airbags in cars. In Europe, the standard number dialled is 112, which has a priority connection. In addition to the position coordinates of the accident vehicle, which will be made available via GPS and later via Galileo, the vehicle identification number and direction of travel are transmitted. After around four seconds, a voice connection to the vehicle is established, via which the driver can be spoken to in his native language.
21. Mr van Hattem (Netherlands) explained that for the minimum data set, a total of 100 bytes were available, which were not used at present. So among other things, limited dangerous goods information could also be included.
22. The representative of the United Kingdom explained that in his country, the high investment linked to the introduction of eCall did not seem justified, because owing to the high population density, when there was an accident, several witnesses would call the emergency services at the same time.
23. The representative of France was also sceptical with regard to introducing eCall, because even now, the emergency services were already stretched to the limit with false alarms. Also, in some regions it was not possible to establish a voice connection - only an SMS message could be sent, which was not planned in the project.
24. In summary, the Chairman said that eCall provided the opportunity to find reasonable solutions, including for the transport of dangerous goods. For this reason, a representative of the eCall project should also be invited to future sessions of the working group.

## **Revision of the TSI TAF (Technical Specifications for (railway) Interoperability – Telematic applications for (rail) freight)**

25. Using the presentation attached in Annex VII, the representative of the European Railway Agency (ERA) explained the requirements of European Regulation (EC) No. 62/2006 (technical specification for interoperability (TSI) relating to the telematics applications for freight subsystem of the trans-European conventional rail system), which described “the way and the interfaces which must be respected by European railway undertakings and infrastructure managers when they exchange messages”. It also described the databases to be implemented by the railway undertakings and infrastructure managers by 2014 to enable exchange of the required messages (see also paragraphs 22 to 24 of the report of the 7<sup>th</sup> session of the working group – informal document INF.10 from the Joint Meeting in March 2011).
26. He pointed out that the next revision of the technical documents for describing the telematic applications would take place in autumn 2011. The data set for the identification of dangerous goods, which was a joint aim of the TSI TAF and the working group, would have to be fixed by then.
27. For the univocal identification of a line in Table A of Chapter 3.2, the following pieces of information were necessary:
  - Hazard identification number in column (20)
  - UN number in column (1)
  - Class in column (3a)
  - Classification code in column (3b)
  - Packing group in code (4)
  - Danger label in column (5)
  - Special provisions in column (6).

For reasons of harmonisation and for facilitating multimodal transport, this information content should be agreed by the Joint Meeting.

28. In reply to a question from Austria, the representative of ERA confirmed that the TSI TAF already took account of the information elements the carrier has to make available to the infrastructure manager in accordance with RID 1.4.3.6.
29. The representative of Austria pointed out that in order to recognise the cause of the hazard, it was more important to take special provision 274 (providing the technical name) into account than the Class, classification code and danger label.
30. The Chairman asked the representative of ERA to submit the Joint Meeting's proposal in paragraph 27 as an official document, so that the different delegations could take a position on it in informal documents.

### **Alert systems in European rail transport**

31. Using the presentation attached in Annex VIII, the representative of UIC explained that various European legal texts (e.g. Directive 2004/49/EC on safety on the Community's railways, Regulation (EU) No. 1158/2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates and Decision 2006/920/EC concerning the technical specification of interoperability relating to the subsystem 'Traffic Operation and Management' of the trans-European conventional rail system) also contained specific rules for dangerous goods.
32. He emphasised that the technologies and methods for alerts in the various States were very different. **The electronic consignment note was being used ever more widely in Europe, but it should be noted that when an incident occurred,** the information concerning dangerous goods

was not always accurate enough. The introduction of telematics could **therefore** help improve matters.

33. It was agreed to hold a discussion on this issue at the next session of the working group.

### **French follow-up project**

34. Using the presentation in Annex IX, the representative of France informed participants of the follow-up project that would be carried out in his country. France offered to carry out work in the following areas:

- Modelling the position data.
- Produce an index of the use cases to be investigated. Particular attention should be given to the various participants and their tasks.
- Produce a list of common topics where there could be cooperation with other projects (e.g. SCUTUM, eCall, Eureka).
- Try to find a solution to integrate all these projects in order to achieve a global architecture.

35. Participants at the working group appeared to be sceptical of the value of such a research project. The chairman pointed out that the use cases had already been considered in the columns highlighted in blue in the right-hand side of the “Who does what” table. However, the working group agreed that among the existing systems, those most suitable for telematics applications stipulated by the working group for use in the carriage of dangerous goods had to be identified.

### **Next session**

36. The next session of the working group, at which the results of the German research project should be presented and discussed, will be held in January 2012 at the invitation of France.

**Annex I**

**LIST OF PARTICIPANTS  
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