

## 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

18 March 2015

Bern, 23-27 March 2015

Item 6 of the provisional agenda

Reports of informal working groups

### Telematic Working Group – Summary of the latest discussions and related issues

#### Transmitted by the Government of France

##### Discussions at EU level

1. Following the discussions at the last session of the Joint Meeting (see ECE/TRANS/WP.15/AC.1/136 par. 55) a small delegation of experts that were particularly involved in the work on telematic met with representatives of the European Commission in charge of both intelligent transport systems (unit C3) and transport of dangerous goods (unit C4).

2. The base for this discussion was annex I to the telematic working group report (INF 6 to the last session). During this discussion the European Commission was not able to take any commitment in relation with our work.. This was related to missing impact assessments, and other priorities that have appeared since the initial terms of reference for the joint meeting “telematic working group” has been defined, such as development of cooperative ITS systems

3. In a later communication by e mail the head of unit C4 confirmed that:

*“The feedback received from the head of C3 unit is rather encouraging. It is true that a number of questions are still open, notably the possibilities for an extension of the system to other applications so that it can potentially contribute to putting in place e-freight. In any case, even for a first step limited to dangerous goods a solid impact assessment is indeed of utmost importance before proposing any new IT system. I understood that my colleagues in the ITS unit are currently analysing the information they received from you. Therefore, I can only encourage you to maintain and intensify the direct dialogue with the ITS unit with view of establishing an EU-wide ADR/RID/AND telematics system”.*

4. As no more precise information have been given on the level of detail expected from the impact assessment the best available reference are to be found in the “impact assessment guidelines:

[http://ec.europa.eu/smart-regulation/impact/commission\\_guidelines/docs/iag\\_2009\\_en.pdf](http://ec.europa.eu/smart-regulation/impact/commission_guidelines/docs/iag_2009_en.pdf)

Following all points of this guide lead to a quite substantial work, and as long as this relevant elements are not available it may not be relevant to have a new meeting of the telematic working group. Indeed this impact assessment would be one of the main subject to be addressed by the group.

**Additional information**

5. The pilot project (GEOTRANSMD) conducted in France using the architecture proposed by the Working group goes on. It will end in the middle of 2016 but substantial conclusions would be available before the end of this year, in particular related to the feasibility of the architecture. In addition we have asked to the project managers to provide some impact assessment elements as asked for by the European Commission.

6. Concerning work done in other countries we have been made aware of projects in several other countries related to telematic applications specific to the transport of dangerous goods: Czech Republic, Italy ,Spain, Sweden... Most of these project are related to applications concerning a wider scope than just dematerializing the transport document. Most of them would not lead to any concrete use if a minimum harmonisation does not take place at international level.

7. In addition during the last “risk assessment” workshop at ERA the use of telematic has been addressed in relation with the collection of traffic data.

8. These many projects all over Europe are showing that in spite of some momentarily difficulties and delays the development of ITS applications is of great interest.

**Proposal for further steps**

9. The next ITS world congress will be held in Bordeaux from 5th October to 9th October 2015. A demonstration of the French pilot project mentioned above is foreseen during that conference.

10. At that time we will have prepared most of the impact assessment elements and it is hoped that the situation at EU level may be clarified.

11. A new session of the telematic working group in the margin of the ITS World Congress. This session would address the following main points:

- the impact assessment, as required by the European Commission, based on documents that France would volunteer to prepare;
- the first outcome on the tests conducted to verify the feasibility of the architecture proposed by the working group;
- and its compatibility with the new ITS priorities defined at EU level (see par 2)

12. Based on that a decision could be made on the continuation of the work and concrete developments related to telematic in the context of international carriage of dangerous goods. Any additional suggestion that would help to make a decision would be welcome.

13. The dates of the working group are linked to the ITS congress and would be from  
6th October to 8th October.

14. If the Joint Meeting endorses the proposal more detailed information will be sent. As these dates come after the September session of the Joint Meeting it will still be possible to have some preliminary discussions and give more precise instructions to the working group at that time.

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