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Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Bern, 23 – 27 March 2015)

Agenda item 6 Reports of informal working groups

"Telematics" Working Group

Information submitted by Germany

1. Germany would like to provide the Joint Meeting with information on the status of the discussion regarding the introduction of telematics applications for the carriage of dangerous goods in Germany.
2. At the end of 2014, there was a preliminary national working group meeting to assess the current results and findings of the international discussion on telematics applications for the carriage of dangerous goods - in particular the talks in Brussels on 26 September 2014 on the participation of the European Commission in the organisation of a management centre and the development of the required standards – and to discuss the further course of action in Germany. Due to the related perennial discussion process within the framework of the EU that is becoming apparent, a national initiative to clarify primarily the framework conditions for the domestic use of the so-called electronic transport document in the short term was, in principle, supported by the participants.
3. A discussion paper prepared by the Federal Ministry of Transport and Digital Infrastructure (BMVI) on the conditions that should be in place for the early introduction of an electronic transport document in Germany was discussed in detail by those present. In the framework paper, it was assumed that the dangerous goods telematics architecture discussed and approved by the Joint Meeting's Telematics Working Group should also be implemented in the event that an electronic transport document is introduced in Germany in the period prior to the agreement of binding provisions in the legislation for international transport operations

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involving dangerous goods (RID/ADR/ADN). In so doing, the availability of the data both in the vehicle and in a back office, which could also be organised by one service provider for multiple transport operators, should be ensured. Moreover, the paper contains remarks and suggestions on how to ensure the equivalent availability of information during carriage and its evidential value, as required by the applicable RID/ADR/ADN. In conclusion, the participants considered the remarks to be appropriate and also, for the time being, complete. The further in-depth work is to be continued in two working groups. Specifically, the following remarks and subjects are to be discussed and made more specific:

A. Previous working group subjects focussing on the situation on board the means of transport

4. A written paper document is usually available without any restrictions with regard to the information it contains; therefore, an electronic file must be stored securely, and it must be possible to display it in the vehicle if necessary; both require certain arrangements:
 - The data storage device used on the vehicle must allow for the permanent storage of data;
 - The data storage device must be designed for mobile use and must be able to withstand the stresses that occur during regular operation;
 - There must be no loss of data if the energy supply is interrupted and
 - The energy storage device must supply energy for the duration of the transport operation.
5. A written paper document is readable without further aids:
 - The electronic file therefore has to be displayed on a screen that is equivalent to paper, both in terms of character size and readability in different light conditions;
 - The reader must be simple and intuitive to operate and
 - The official carrying out the inspection or rescue services must be able to access the screen without any restrictions.
6. In cases where a system failure of the on-board reading device occurs, synchronised data storage in a second stationary data store, which must be permanently available via the internet (query), must take place. Therefore, an easily understandable quick guide on how to use the on-board reading device, and information on the access data for the stationary data store (the latter is the focus of the discussions in the BMVI working group) must be available in a clearly visible location in the driver's cab.
7. At the entrance to the driver's cab, there must be a note indicating that an electronic transport document is being used.

B. Previous working group subjects focussing on the organisation of the overall system

8. Today, it is possible easily and unalterably to document a written paper document by photocopying or photographing it:
 - Since the use of electronic transport documents must not lead to investment in new hardware on the part of the inspection personnel or fire brigades, the immediate export of data from the on-board reading device to an authority's internet address must be possible and it must also be possible for the authority to obtain and save data from the stationary data store.

- The possible data transmission routes and formats must be defined; in so doing, questions regarding the authenticity of the data, data security and data protection have to be clarified.
9. The aim of the working group is to discuss and formulate requirements which ensure a uniform approach in Germany until there are relevant standards and/or legislative changes to RID/ADR/ADN and which, at the same time, do not constitute an obstacle to a European/international solution. What is of fundamental importance is to avoid being tied to specific products or company-specific solutions. In a further working group session in January of this year, the subjects under A were discussed in greater depth. The next working group session on the subjects under B will take place at the Federal Ministry of Transport and Digital Infrastructure (BMVI) on 14/15 April 2015.
10. Further schedule:
- 6 May 2015: Presentation of the Working Group's thoughts and conclusions to date at a public BMVI Workshop within the framework of the "transport logistics 2015" trade fair in Munich;
 - 7/8 May 2015: Working group session in Tegernsee with BMVI, experts and business and public sector representatives to evaluate the Workshop and to prepare a national description (Guideline) on the use of an electronic transport document.
11. Both at the public Workshop during the trade fair and at the subsequent working group, participants from among delegates to the Joint Meeting are welcome. Although the event mainly concerns the domestic use of the electronic transport document, representatives from other states could also participate, since it is likely that potential findings in Germany will also create the desire for similar possibilities in other states. For this reason, the BMVI would like explicitly to offer a limited number of Joint Meeting delegates the opportunity to participate in the session. If you are interested, please inform the BMVI promptly that you wish to participate. The capacity of the seminar house in Tegernsee is limited to a maximum of 35 persons, and so far the only working language is German (although this could be changed, if necessary).
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