DOITS

Working Group Meeting
Hilton Airport Hotel - Amsterdam
2022-11-29

Attendees:

Ulrika Alle'n	Addsecure
Neil Purves	Bridgestone
Allesandro Cascini	Bridgestone (On-line)
Jim Crawley	Haldex
Martin Borker	Krone
Paul Pounder	Microlise
Alex Opacic	Microlise
Jan Unander	DOITS (Moderator)
Niklas Olsson	Scania
Walter Gerling	Schmitz Cargobull
Yvan Giroud	TIP
Arie van der Jagt	Transics/ZF
Jonas Jepson	Traton
Giovanni Cacciola	Trimble
Henrik Liske	Volvo
Paul Verheijen	Webfleet
Robin Fellows	Webfleet

Objective with meeting

The meeting had the following action points:
1) Data Act – status and discussion on consequences for the vehicle manufacturers (trucks and trailers) and After Market Solutions Providers.
   - Participating On-line, Lukasz Rozanski, Legal Advisor DG GROW
2) TPMS – Update on the tire industry's standardisation status and insight to new vision on data driven
3) Status of the situation for the Truck and Trailer VIN handshake

Data Act
Lukasz Rozanski was invited to the DOITS meeting to on-line present the status of in what way DG GROW is working on implementing the Data Act on the European transport industry.

The focus for LR and DG GROW was mainly on equal rights to functions and resources but the data issue is still under evaluation.

LR mentioned the four Options:

0) Base Line scenario – no EU sectoral intervention

1) Equal, non-discriminatory and transparency, Access right granted in accordance with the Data Act complemented with equal access rights to functions and resources.

2) Minimum list of data, functions and resources to be made available). Like option 1 plus complement by a requirement to demonstrate on type approval the availability for the access to a minimum list of data, functions and resources, also remotely and in a specific format

3) Not only minimum list of data, functions and resources but also governance of rules on access. Include all in option 2 and further specify how access to data would occur and be controlled applied to all modes of access, taking into their technical specificities.

The discussion evolved around option 2 where a *minimum list of data*, today defined to 42 most needed and available data points (probably corresponds to the data delivered through rFMS). The advantages require new investments or technical changes.

The minimum list of data could become an annex to the Data Act. This list would be updated with agreed information from the industry. The format normally deferred in the Delegation Act. The expansion of the data list should be related to the need and availability.

When it comes to integrate (harmonize) operating systems DG GROW have identified GENEVI as a possible solution. GENEVI was renamed in October 2021 to COVESA (Connected Vehicle Systems Alliance).

If option 3 is decided by the EU, an independent Data Center would be established to support the implementation and would include rules on application text.

In the future the data is delivered from onboard units and need to follow certified common rules. This is the most costly option tio implement.

It is NOT DECIDED YET what option 0 to 3 that should apply.

Comments from the DOITS working group during the meeting were:
- When is minimum data list available?
    o Answer: "When the commission accept and that could be in connection to a Delegated Act decision.
- What problem should the minimum list solve? It can deliver different formats, qualities than specified in the Delegated Act.
    o Answer: EU will create a Forum where discussions with the industry can be held to update the list.
- The Data act is specified to share RAW DATA and processed data is not in the scope.

- o Comment from WG: Even FMS and rFMS data is processed and the definition of Raw Data is unclear and the user (customer) decide what data is needed (processed or not).
- After Market Solutions providers do see potential in other types of data.
  - o e.g. Camera data. How can this be accessed?
- A "List of requests" from the OEMs would include:
  - o What data? How to verify the request? How to deliver the data? To whom and why? Does this require consent?
- Service development moves faster than product developers at OEMs and that will always be a concern.
- Pricing – it is fair that there is a bit of regulation of pricing to avoid unfair competition.
- How to certify that 3:rd party has confirmed access to User data?
  - o Someone must confirm 3:rd party's identity to confirm their status to access user data, either the user or a neutral party. There are legal concerns around how this is solved.
- Upgrading and implementation cycle to meet legally requirements on resources will take a long time and the expected usage will be limited for quite some time.
  - o It will be very costly for the OEMs and they see no customer value high enough to make them pay for this
- A risk of a create a "Sandbox" to handle software that the OEM has no control over to avoid problems for functions and other applications.
  - o The amount of work that has to be done depends on how safety critical the systems are that have to be accessed by law. At least there is a task to ensure that no security attack is caused by the software in the "Sandbox".

TPMS – Update on the tire industry's standardisation status and insight to new vision on data driven

Bridgestone were invited to present how data is used within the tyre industry.

Tire manufactures have coordinated the provision of data within their association GDSO established in 2022.. https://gdso.org/Home
GDSO, (short for Global Data Service Organisation for Tyres and Automotive Components) will build a common database in Europe to support its members to provide services.

Their mission is to:
  - Standardize data related to tyres and define solutions to access and exchange data
  - Develop solutions tackling online tyre data access
  - Establish worldwide agreement on webservices to facilitate data access by stakeholders
  - Promote the use of the GDS (Global Data Service for Tyres) to tyre manufacturers and external stakeholders
  - Represent the members in regard to external bodies/ organisations regarding the GDS or any digital application requesting some data relating tyres.

The work done and the ambition is presented in the enclosed presentation.

Tyre manufacturers are moving towards offering the concept "Tyres as a Service" that will require usage of more data than previously. Services that are interesting could be e.g. measure load and tests have proved that a high accuracy can be reached.

For more information see enclosed presentation.

Status of the situation for the Truck and Trailer VIN handshake

DOITS addresses the two-way exchange of the correct 17-character VIN number i.e. Trailer VIN to Truck as well as Truck VIN to Trailer.

Quality of the VIN data in the trailer EBS is crucial to be useful and Schmitz Cargobull presented a summary from their existing Service Data and their findings are:
  - 37% have the correct 17 characters trailer VIN
  - 41% have the shortened 7 characters VIN
  - 22% have characters in the field for the VIN that has no connection to the standardised VIN at all

A prerequisite for an improved future quality of the trailer VIN data is that the trailer manufacturers deliver their new trailers with the correct 17 characters inserted. It was confirmed at the meeting that implementing this has started to become a standard procedure now at one of the trailer manufacturers.

A discussion was kept around use cases to justify the investment in development of the function for new trailers as well as the rolling stock and three examples were brought up:

1) Trailer VIN to truck - IKEA were invited to join at a previous DOITS meeting and they explained their situation with high demands on accuracy in ETA at the stores and the challenges to keep track of their goods as a trailer could change towing truck and company on its way to the store. Losing control of where their goods is causes manual processes to keep up the logistic efficiency.

2) The fundamental issue that the truck picks up the wrong trailer still applies and a handshake between trailer truck would minimize this problem.

3) Truck VIN to trailer - Thieves use trucks to steal trailers and if there is no confirmation that the truck and trailer is paired correct, e.g. a function can be initiated to block the brakes if wrong truck VIN is trying to connect to the trailer. To make this into a highly reliable function will require a system for encryption so it is not possible to decouple the brake function or send an alarm. However, even if not all thefts can be avoided, an initial solution would anyway reduce the number of successful thefts. There are many examples of that trailers <re stolen and ons I described on : https://www.allynintl.com/en/news-publications/entry/european-cargo-thefts-becoming-more-sophisticated

4) Trailer VIN to truck - TIP confirmed that their customers are asking for trailer VIN as they want a reliable standardised unique ID to keep control of their trailers.

5) Trailer and truck VIN handshake both ways - TIP is also an independent full-service lessor for trailers, trucks and EVs and invest in their own leasing fleet and provide value-added services to customers (compliance, maintenance, digital, roadside etc) beyond financing. This means that they need to have control over the pairing of trailers and trucks to serve fleet operators better by continuously improving fleet uptime, breakdown avoidance, and overall TCO.

The use cases/ business cases are far more than the five listed above so these are just examples.

So how to address the existing rolling stock of trailers to upgrade them to implement the 17 characters trailer VIN? The approach can be by:

- EBS suppliers Wabco, Haldex and Knorr Bremse make a change in their test tools software so if not the correct 17 characters trailer VIN is inserted when in for service/MOT, the service test cannot be finished. It was mentioned that it is possible to "fool the system" and get acceptance as long as the "sum" of the characters meets the requirements of the 17 characters. However, it was still considered to be a meaningful action.
- Make the data field in the EBS system not possible to change after correct 17 characters VIN initially has been inserted.
- Create an extra data field, not possible to change, in the EBS system.

What are the challenges?

The necessary standards for supporting the two-way VIN exchange already exist.

From the OEM side is to be confirmed is that the VIN-handshake can fulfill their cybersecurity requirement.

It was discussed that the trailer owners/renters should be recommended/guided to instead of using the EBS system to create non standardised ID names make a conversion from the correct 17 characters VIN in their back-end systems.

It has been discussed earlier either to lock the trailer VIN field so it can't be changed or introduce a second data field that is locked to ensure that the correct trailer VIN always is available. This requires that all three EBS suppliers agree on the action and standardise the solution.

Actions:

Jan U will make a summary of the comments from the members of the DOITS working group as regards the Expectations and Concerns as regards the implementation of the Data Act.

The comments will be sent to all participators at the meeting on November 29:th for verification and thereafter sent to Lukasz Rozanski as input to his report.

OEMs bring home the task to check the implications of enabling the handshake of truck/trailer VIN both directions. Jan U will be in contact with the OEMs to receive feedback.

Jan U will contact trailer manufacturers and EBS suppliers to discuss how a secure access to the correct trailer VIN can be organised.

Next DOITS meeting

The normal schedule of 2 meetings per year will be kept and next meeting is planned to end of May/ beginning of June 2023.

Jan U will come back with the next meeting date.

2022.12.09

Jan Unander
Moderator, Coordinator
DOITS