

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**

06 Marh 2018

Bern, 12–16 March 2018

Item 6 of the provisional agenda

Reports of informal working groups

Report of the Working Group (Bonn, 20.-21 November 2017)

Transmitted by the Secretariat

1) Participants: see enclosed list

2) Introduction – state of play

Mr Rein welcomed the participants and explained that this working group meeting was a follow-up to the meetings held in Brussels, Munich and Rome 2017. The principle objective of all the meetings is to examine the framework for telematics architecture with various TP1s and TP 2s that cooperate in a transboundary coordinated manner. The group supported the idea to arrange a Memorandum of Understanding between interested States to agree on common understanding and use of the already existing options mentioned under 5.4.0.2 ADR/RID/ADN. A proposal of a MoU will be drafted by Germany in spring 2018 on the basis of the following principles. The MoU will be discussed in a further meeting of the group. The next meeting will be organized in UK (foreseen 4. to 5.June 2018)

3) Principles for the communication between various TP1s and TP 2s on transport documents:

(a) A TP1 can be publicly or privately operated. The TP1 operator has to work under conditions of certification. Access to information provided by TP1s shall be free of charge to other TP1s and authorities. There can be one or more TP1 in a state. A state is not obliged to establish a TP1 as it can decide to rely on the functions/services provided by foreign TP1(s). TP1s with no registered TP2s are also accepted.

(b) Qualified TP1 entities (“TP1 certification”):

(i.) France, Italy and Germany have already identified an initial set of TP1s (currently GBK as future TP1 in Germany, Geoloc Systems and Novacom Services as future TP1s in France, Italy’s Ministry of Transport and UIRNet as future TP1s in Italy). During the ongoing initial phase, it is planned to extend this through a development of a MoU with a number of other interested states, who want to participate. With this MoU it is intended to introduce a harmonised system for an electronic transport document fulfilling the conditions of 5.4.0.1

- (ii) For future operations, this list of qualified TP1 entities (TP1 Trusted List) including all relevant information for identification should be deposited with UNECE for road transport and inland navigation, possibly ERA/OTIF for rail transport; UNECE/ERA/OTIF should also manage this list and publish extracts from it to the extent necessary for the system. As a consequence, these institutions would assume the responsibility of a Trusted List Manager.
 - (iii) All qualified TP1 entities are informed/updated about the TP1 Trusted List (i.e. they know which are the other qualified TP1 entities) by the trusted list managers.
 - (iv) More detailed requirements that are to be met by a TP1 still need to be defined and described and will be added in the future. To lay a sound foundation for defining these requirements, the aforementioned companies/entities are to develop rules and submit reports. These requirements for recognition would then need to be applied to other interested companies. As a recognition procedure for including the recognized classification societies in a list (of the ADN Administrative Committee) has already been introduced in ADN, it would be possible to use this procedure also in the given context with some adaptations.
- (c) For a start, the following “Rules of Procedure” have been identified:
- (i) All qualified TP1 entities must support the entire XSD schema of the Dangerous Goods UML Data Model for the data exchange.
(To be explained in the Annex of the MoU (Content of Data Model))
 - (ii) TP1s must accept requests from other TP1s.
 - (iii) TP1s must accept registrations from TP2 entities.
 - (iv) TP1s must accept requests from competent authorities that are registered with it.
 - (v) After having been included in the Trusted List, new TP1s need to register with every existing TP1 providing all mandatory contact details.
 - (vi) The TP1 has discretion to determine its pricing policy, but has to follow a non-discriminating approach.

4) Requirements to be met by TP1s with regard to their operation

- (a) National procedure to define authorities entitled to submit queries:
 - (i) Every participating State compiles its own list of authorities (e.g. enforcement bodies, emergency services) that are entitled to submit queries to a TP 1. The participating State must also ensure that it includes the authorities’ relevant certificate as set out in 4 c). Only authorities on this list are entitled to register with a TP1.
 - (ii) The participating State is responsible for updating and managing the list.
- (b) TP1 services

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- (i) TP1 and TP2 services are described using the Web Service Description Language (WSDL). Mainly, services accessible from the outside are described together with their parameters and return values.
 - (ii) The TP1 service getDGTDdocument procures a specific transport document from a specific TP2. The parameters for identifying the TP2 and the specific transport document are described in 5a). This service is only available to emergency services and enforcement authorities (see 4. a i.).
 - (iii) If required, the TP1 service getDGTDdocumentWithReason can be defined in addition for other authorities entitled to submit queries (see 4. a i.). This service procures a specific transport document from a specific TP2. The parameters for identifying the TP2 and the specific transport document are described in 5a). The reason for seeking access must be specified by choosing from a predefined list.
 - (iv) Every access must be logged for a minimum period of 3 months.
 - (v) TP1 must record the journey from the start to the end of the carriage as set out in 5 a).
- c) Certificates
- (i) TP1s must use an HTTPS protocol. TP1s must have a static IP address and an X509 V3 certificate, which will be included in the Trusted List: authentication must take place by checking both IP address and certificate. Data protection must be achieved using http over TLS cryptographic protocol. Certificates have to be issued in accordance with national rules of the participating states Certificates must be directly exchanged through secure channels.
- d) Registering with a TP1 entity (authorities, TP2)
- (ii) A registration service was specified in GEOTRANSMD (document D3.3, chap. 2.3).
(Appropriate annex to be developed by France and Italy)
 - (iii) The registration procedure for TP2 is to be specified by the TP1 (availability of data, in particular).
 - (iv) To begin with, the future TP1 partners (GBK, Novacom Services, Geoloc Systems, Italy's Ministry of Transport and UIRNet) could agree on a joint approach. Therefore, they are asked to clarify the process of registering with a TP1 and make a corresponding proposal. During the 19 July's meeting, the aforementioned companies/entities agreed to adopt the procedure described here below in the next point.
 - (v) In the case the entity requesting to register is an authority (i.e. it is a TP1), its name and certificate must be in the list of section 4.a i., and verification can be done automatically or manually. In case the entity requesting to register is a TP2, two methods can be used: - either TP2 will send separately a statement digitally signed by the entity official representative who declares the public key, and then the verification is done manually offline; - or TP1 trusts the signer of the certificate, on the basis of national laws, public registries or specific agreements, and then the verification is automatic.

5) Establishment and availability of the datasets to be used between TP2s, TP1s and the authorities/emergency services

a) The following data set has to be transmitted to a TP1 before the commencement of the journey

- (i) Vehicle Identification Numbers (VINs), considering the VIN of truck and trailers
 - (ii) BIC code for containers (if available or regulated)
 - (iii) ADR: Registration number of the towing vehicle and the trailer(s)
ADN (if appropriate): ENI number
RID (if appropriate): UIC wagon number
 - (iv) Status of the carriage.
- b) Transaction between a TP2 and a TP1 entity:
- (i) For each carriage a TP2 must transact with only one TP1.

6) Considerations on requirements in the transitional phase

As long as there are fire brigades and relevant authorities that are not connected to the system architecture, a reader/mobile display device (tablet, handheld, notebook etc.) is required on-board of the vehicle. It has already been agreed that there will be no standardization. However, general requirements are needed for the purpose of legal certainty.

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of the Working Group on Telematics (Bonn, 20./21 November 2017)**

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