

Data sharing and use Perspective from the vehicle manufacturers

WORKSHOP ON IN-VEHICLE DATA AND IN-VEHICLE PLATFORMS ITS.BE

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A NUMBER OF SELECTED TOPICS





1. Context









VEHICLE GENERATED DATA



WHERE DO YOU FIND ALL ABOUT THIS?

http://cardatafacts.eu





2. European toolbox



EUROPEAN DATA ECONOMY

- Free flow of vehicles, passengers, goods and data
- Basis : Digital Single Market Strategy
- Various regulatory initiatives from the European Commission. Relevant for us:
 - C-ITS Platform phase 1 & 2
 - TRL study
 - Communication "Towards a common European data space", 17 April 2018: series of key principles to be considered so as to make data sharing a success for all parties involved in B2B and B2G data sharing
 - New Commission Expert Group on B2G (government) data sharing
 - Delegated Regulation 886/2013 on Safety Related Traffic Information
 - Upcoming Recommendation on access to vehicle generated data

Various discussion platforms

- Workshops TRL report
- Studies, position papers, ...
- European Parliament discussions, questions
- JRC
- Conferences, events, ITS congresses, ...



EUROPEAN STRATEGY ON CCAM



Nov. 2016: focus on cooperated and connected mobility

https://ec.europa.eu/transport/themes/its/c-its_en

May 2018: focus on automated mobility

https://ec.europa.eu/transport/sites/transport/files/3rdmobility-pack/com20180283_en.pdf

https://ec.europa.eu/digital-single-market/en/connected-and-automated-mobility-europe



Europea 2014-2019	an Parliament	
	Plenary sitting	
5.12.2018		A8-0425/2018
	REPORT	
	on autonomous driving in European transport (2018/2089(INI))	
	Committee on Transport and Tourism	
	Rapporteur: Wim van de Camp	
	Rapporteurs for the opinion (*):	
	Arndt Kohn, Committee on the Internal Market and Consum Emil Radev, Committee on Legal Affairs	er Protection
	(*) Associated committees - Rule 54 of the Rules of Procedu	ıre

INI REPORT on autonomous driving in European Transport Rapporteur Wim van de Camp (EPP/NL) Adopted TRAN 22 Nov 2018 Adopted Plenary 15 Jan 2019

- Urges the Commission to present a strategy, particularly regarding data, data access and cyber security, as per Parliament's resolution of 13 March 2018 on a European strategy on C-ITS, ensuring a technology-neutral, market ready approach
- Recognises the opportunities presented by the Commission's upcoming recommendation on access to in-vehicle data and resources
- Affirms the need to explore legislative actions to ensure fair, secure, real-time and technology-neutral access to in-vehicle data for some third party entities; takes the view that such access should enable end users and third parties to benefit from digitalisation and promote a level playing field and security with regard to storage of in-vehicle data;
- Highlights the importance of ensuring that users have control over and access to both personal and in-vehicle data produced, collected and communicated by autonomous vehicles; stresses that consumers must be offered a maximum level of cyber protection;
- Notes that reliable in-vehicle and route data are fundamental building blocks for the achievement of both autonomous and connected driving in a single European transport area and for competitive services for end users; urges the Commission, therefore, to ensure that obstacles to the use of such data are dismantled and a robust regulatory system in this respect is put in place before 1 January 2020, ensuring the same data quality and availability across Member States;



DATA TASK FORCE MS/OEM'S



- Pilot Member States with pilot OEMs
- **Focus : Spec C of the ITS Directive : delegated Regulation 886/2013**
- **Exchange of SRTI data to/from the National Access Points**
- Safety Related Traffic Information : temporary slippery road, road works, wrong way driver, ...
- Showcase at European ITS Congress June 2019
- **Debrief with roll-out at next HLM in Madrid**
- Participating OEMs use ExVe model



3. ACEA/OEMs activities



1. "Public interest" data -> Reciprocity

Data relevant to traffic safety (e.g. local hazard warning, ITS-related services)

2. Data triggered by the vehicle -> B2B

Services available across brands: non-differentiating vehicle data (e.g. ambient temperature, traffic flows, road sign recognition, street parking)

3. Vehicle specific technical data

Brand-specific services & component analysis/product improvement: link to suppliers, IP protected (e.g. ECU monitoring, chassis sensor data)

4. Data triggered by driver -> GDPR

Personalised services

(e.g. vehicle position, speed, insurance, fleet, roadside assistance, diagnostic)

ACEA POSITION ON ACCESS TO DATA

- OEMs prepared to make data available, when the following principles are respected:
 - \circ Safety, security, vehicle integrity and liability
 - Customer choice (repair and maintenance, as well as mobility services)
 - o Fair competition
 - Privacy and data protection
 - Interoperability (standardised approach, cfr ISO)
 - o Return on investment
- <u>Direct access to data</u> inside the vehicle poses a <u>threat</u> to: safety, security and integrity of the vehicle
- Dongles connected to an OBD interface <u>pose a risk</u> to the vehicle
- Focus on providing off-board access to data through Extended Vehicle model



- ACEA CLEPA dialogue on POCs done
- User Group on ExVe/NS created and running
 - ACEA/CLEPA initiative to bring actors together to make ExVE/NS model tangible and discuss open questions
 - European Commission (DG GROW/MOVE/CNECT) kept informed
 - Steering committee with relevant trade groups: ACEA-CLEPA-INSURANCE EUROPE, TM 2.0, FIGIEFA, LEASE EUROPE, FIA, ...
 - 3 Use Case Groups: OEMs, suppliers, independent aftermarket, users, insurers, neutral servers, etc.
 - > UCG 1: remote diagnostics
 - > UCG 2: insurance related services
 - > UCG 3: EV charging services



4. Takeaways



- The ownership question is not the issue. If data are personal data, then GDPR obviously applies
- The access method is the question
- New digital markets
- Separate various markets from each other: repair, maintenance, insurance, road safety, e-commerce, financial services, etc. : no across the board same situation. Use of the term "level playing field", "equal" access leads to confusion. Vehicles to be compared against other data capturing instruments and assess yes/no unique situation
- OEMs very engaged in the dialogue and roll-out



ACEA POSITION PAPERS On Smart Mobility and Cybersecurity

Principles of Automotive Cybersecurity



https://goo.gl/L7SdRX

Access to Vehicle Data for Third-party Services



https://goo.gl/Lf8vAB

Principles of Data Protection in relation to CAD



https://goo.gl/37iCHV

THANKYOU FORYOUR ATTENTION



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BACK UP



OBD Interface



OBD interface is a well defined interface for <u>diagnosis and maintenance</u> in a defined service station

>> Using the OBD interface with a connected dongle can cause serious security/safety problems

EXTENDED VEHICLE MODEL & NEUTRAL SERVER(S)





This use case description is typically realized:

- through a particular legislation;
- through a particular standard such as ISO 20080;
- through a full documentation by means of the standardized template specified in ISO 20077-2.





COOPERATIVE INTELLIGENT TRANSPORT SYSTEMS

Examples of C-ITS use cases

Road safety related

- Emergency vehicle approaching
- Slow or stationary vehicle(s)
- Traffic jam ahead warning
- Hazardous location notification

Cooperative traffic efficiency

- Traffic information and smart routing
- Traffic Light Assis**operative** t
- Green Light Optimal Speed Advisory (GLOSA) / Time To Green (TTG)
- Road works warning
- Weather conditions

Cooperative local services

- Off street parking information
- Park & Ride information
- Information on AFV fueling & charging stations
- Zone access control for urban areas











































AKTIENGESELLSCHAFT



12.6 million Europeans work in the automotive sector

3.3 million jobs in automotive manufacturing

€396 billion in tax revenues (EU15)

€50.1 billion in R&D spending, largest private investor

€90 billion positive net trade contribution