

Workshop on in-vehicle data and in-vehicle platforms

ITS.be

17/01/2019

Current European situation

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I will talk about...

- GEAR 2030 - High Level Group on the Competitiveness and Sustainable Growth of the Automotive Industry in the European Union
- Draft Delegated Act on Cooperative Intelligent Transport Systems (C-ITS)
- Report on autonomous driving in European transport (European Parliament)
- Actions European Commission in 2019

... and I will listen to your
comments and reflections

GEAR 2030 - High Level Group on the Competitiveness and Sustainable Growth of the Automotive Industry in the European Union

GEAR 2030

CONSUMER/SOCIETAL DEMANDS



**Digitalisation and
new business
environment**

**Access to data & new
business environment**

Limited and not direct
access to data,
Alternative digital
services highly
restricted

Controlled and
indirect data access,
Alternative digital
services very limited

Some form of
access through an
interim solution,
some innovation
possibilities

Full, direct and real-
time access to data.
Cross-sectoral service
and innovation
possibilities 100%

Potential scenarios

GEAR 2030 Final report – 2017

[...] the digitalisation of both the cars themselves and of the workplace, the new mobility services and infrastructure developments will create **new jobs**.

For example, unlocking vast amounts of transport and in-vehicle generated technical data will support the development of **new mobility concepts** where users are incentivised to use a package of mobility options rather than privately owned vehicles and will allow **new digital services and repair methods** to be available for vehicle owners and operators.

Data generated by vehicle use will be of **strategic value** for automotive players since knowledge of the vehicle condition/status and end-user behaviour could generate significant additional income.

GEAR 2030 Final report – 2017

First, the EU will need to ensure **safe and secure access to transport and vehicle data**, taking into account the **principles** set out in the Communication on Building a European Data Economy on data location as well as the guiding principles laid down in the C-ITS platform report namely;

- data provision based on consent, fair and undistorted competition,
- data privacy and data protection,
- tamper-proof access and liability,
- data economy.

(...) potential threats from cyber security as well as vehicle integrity and safety need to be analysed and taken into account. (...)

Consumers must have control of their personal data.

GEAR 2030 Final report – 2017

Recommendations

26. *The European Commission should assess the need to update to technological progress existing legislation and analyse to which extent it allows the entire automotive value chain and end users to benefit from the opportunities of digitalisation. **The European Commission should assess whether additional sector specific legislation, relating to data, is needed.***

27. *The need for the Commission to continue to engage in a wide-ranging stakeholder dialogue on the issues relating to data and in particular support multi-stakeholders initiatives that **promote access, storage and sharing of vehicle data. The industry and service providers should guarantee a fair access, storage and sharing of vehicle data.***

(Draft) Delegated Act on Cooperative Intelligent Transport Systems (C-ITS)

Draft Delegated Act C-ITS

- Draft open for feedback until the 8th February 2018:
https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2017-2592333_en
“Feedback will be taken into account for finalising this initiative.”
- Publication by mid-2019
- Entry into force from the 31th December 2019

Draft Delegated Act C-ITS

- Requirements for **C-ITS stations** and **C-ITS priority services** (= profiles)
- Placing on the market of C-ITS stations: obligations of C-ITS stations manufacturers, importers and distributors; EC declaration of conformity and CE marking; Union market surveillance
- Placing in service and operation of C-ITS stations: obligations of C-ITS stations operators
- **Security**: enrolment of C-ITS stations in the European Union C-ITS Security Credential Management System
- **Privacy and data protection**
- Final provisions: reporting; review

Draft Delegated Act C-ITS: C-ITS priority services

Traffic jam

Dangerous end of queue

Traffic jam ahead

Stationary vehicle warning

Stopped vehicle

Broken-down vehicle

Post-crash

Special vehicle warning

Emergency vehicle in operation

Stationary safeguarding emergency vehicle

Stationary wrecking service warning

Dangerous situation

Electric emergency brake light

Automatic brake intervention

Occupant restraint system intervention

Exchange of IRCs

Adverse weather conditions

Road works warning

In-vehicle signage (such as dynamic speed limit information)

Other hazardous locations notification

Signalized intersections (GLOSA + PT)

Report on autonomous driving in European transport

(2018/2089(INI))

Transport Commission of the European Parliament 5/12/2018

Adopted Plenary 15/01/2019

Report on autonomous driving in European transport

The European Parliament

- 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;
- Notes that in a digitised automotive services market, **direct and timely access to data and functions** in the vehicle will determine whether the market for automated and combined mobility services will be subject to fair competition; recalls that **independent operators** play a very important role throughout the automotive supply chain;

Report on autonomous driving in European transport

European Parliament asks European 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
- 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;
- to specify which categories of information generated by autonomous vehicles are to be treated as open data and made available in real time, and which are to be treated as confidential

Actions European Commission in 2019

Recommendation by DG CONNECT

Announced by DG for Communications Networks, Content and Technology (DG CONNECT) :

recommendations on access to in-vehicle data and resources before May 2019 taking into account the position of the stakeholders as reflected in the reports from (amongst others) GEAR 2030 and the European ITS Committee

DG MOVE's new working programme ITS Directive

Access to vehicle data for road operation purposes

- This activity will consider the need for specifications on access to vehicle data for the needs of public authorities, road operators and any other parties in charge of road operations, in particular **for traffic management purposes** (link with real-time traffic information services).
- The objective is to work on the data needs and the roles of parties in the business-to-government context, taking into account current commercial activities.
- The Commission plans to launch a supporting study in 2019.
- Timeline: 2018-2019 (→ 2019-2020)

Conclusion & discussion

Remote direct access: why and how? (not official BE position, for discussion only)

WHY?

- Opportunities for more companies thanks to a level playing field
- More innovation (OEM's only use some data)
- Societal goals such as fostering new mobility services (e.g. MaaS)
- Public authorities' needs such as real-time traffic information; fast intervention of a broken-down vehicle; security of over-the-air updates (inspection tools)

HOW?

- Interim solution or full access?
- Real-time or timely access?
- Technology-neutral approach
- Issues of cybersecurity and data protection, including control for consumers of their personal data
- Tamper-proof access and liability

Thank you for your attention!



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