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Statement

by

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at
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Excellencies, distinguished delegates, ladies and gentlemen,

Welcome to this symposium on the Future Networked Car, which brings together key stakeholders to discuss the future of connected vehicles.

It is a pleasure to be with you today at this session of the Future Networked Car event. We met last year on the day, when the Geneva Motor Show was cancelled, a few days before strict sanitary measures were implemented here in Geneva.

2020 has been disruptive for mobility. We learned from our Observatory on Border Crossings Status due to COVID-19 that the international transport of good was severely impacted.

This is why transport Ministers from all over the world adopted a [Ministerial Resolution](#) calling for "Enhancing resilient inland transport connectivity in emergency situations" last month during the 83rd session of the UNECE Inland Transport Committee (ITC).

As you know, ITCis the United Nations' only regulatory body specializing on road, rail, inland waterway and intermodal transport, the equivalent of IMO and ICAO.

The COVID-19 related disruptions affected the transport of passengers and persons. The mobility of persons dropped by around 30% in some countries of the UNECE region. This came with some short-term benefits, such as encouraging progress on road safety figures in some cities and countries.

Some of these short-term benefits can be extended to the medium and long term. For that to succeed, we must not return to business as usual. We must consider working in a smarter and more connected way, whilst remaining mobile and ensuring that this mobility is efficient, safe and reliable – in other words, sustainable.

2020 has also been a productive year for the automated and connected vehicles community. WAYMO is running since October 2020 a driverless cars service in two suburbs of Phoenix (Arizona, USA). HONDA announced that they would sell the first Level 3 automated sedan car in 2021.

You may remember the repeated calls of the G7 transport ministers in recent years to accelerate the work of the UNECE World Forum for Harmonization of Vehicle regulations on automated vehicles.

UNECE responded to this and facilitated the creation of the Working Party on Automated / Autonomous and Connected Vehicles (GRVA in French) which is led now by Germany, China and Japan.

The group made progress under the framework of the 1958 Agreement, the International Type Approval framework. I'm pleased to say that 3 UN Regulations dealing with automated and connected vehicles entered into force in January 2021. They form the initial package of regulations dealing with the level 3 of automation and connected vehicles.

As I just mentioned, Honda stated that they started offering for sale the first Level 3 vehicle this year in full compliance with UN Regulation No. 157 on the Automated Lane Keeping System – ALKS for short. We expect a famous German brand to do the same soon.

The Regulations are in place and some activities are already on their way to make further progress on the regulatory side on the type approval of automated vehicles, by exploring other vehicle categories such as trucks, higher speeds and lane changes.

We observed a number of stakeholders including start-ups, small and medium companies involved in cyber security communicating their interest and their readiness to deal with the cyber security of vehicles, in collaboration with the big multinationals of the automotive sector.

McKinsey published that the impact of these regulations dealing with cyber security and software updates was tremendous. They expected a shift in the industry as cyber security becomes an important element in the quality perception of a vehicle. They forecasted an investment in cyber security of 10 billion USD until 2030 in this sector.

We have all heard about the recent, numerous cyber-attacks including against one of the biggest multinational IT companies and some countries such as France and the United States of America. This shows that cyber security is not a theoretical concern but a real threat, already now.

Of course, these regulations will not prevent cyber-attacks, but they oblige manufacturers to be aware of the vulnerabilities of their products, monitor attacks, report them to the authorities and respond to them.

This has created a positive transformation of the sector. Some experts observe that the automotive sector moved from the bottom position in terms of cyber security to a top position, performing at times better than ICT sectors such as the chips/silicon industry.

The innovation in the automotive sector is slowly making this sector dependent on ICT materials. Last year, the ICT sector faced difficulties in producing enough silicons in a timely manner in response to the COVID-19 crisis. We have a situation where the automotive sector could compete in some applications with the silicon industry to develop more powerful processors able to power automated vehicles.

Vehicle connectivity activities in terms of R&D and standardization started a decade ago, and but such features are still not available in all new road vehicles. Common issues in telecommunications such as such as latencies, interference and coverage are the reason, and we must tackle these obstacles to make connected vehicles a reality.

But another factor is that the technical discussions avoided multilateralism and were actually limited to bilateral exchanges.

The three UN regulations now in force are an achievement which is relevant for the countries applying the type approval regime. But some notable partners do not rely on type approval and are not part of the 1958 Agreement. Such countries as the USA and Canada, being contracting parties to the 1998 Agreement, support the self-certification system.

Therefore, GRVA engaged in a global initiative that involves not only the parties of the 1958 Agreement such as Australia, Japan, European Union, Korea, Russian Federation, South Africa and many other countries but also the USA, China, Canada.

This is what we will explore this afternoon with the leaders involved in this initiative. The speakers will explain to you their activities on performance requirements and the safety evaluation of automated driving systems. They will explain to you what is going on in terms of *Event Data Recorders* and *Data Storage Systems for Automated Driving*.

Tomorrow, in session 2, you will also learn more from them about the cyber security aspect.

UNECE and its relatively new Working Party on Automated/Autonomous and Connect vehicles showed their capability to work fast, always keeping safety and security as the first priority. More than eight informal working groups report to GRVA, which represents one or two meetings per week.

Working hard on technical and legal matters doesn't prevent them to thinking about the future and possible reforms. You will see this in the second session this afternoon, when they debate the appropriateness of the tried-and-trusted approaches for standards and regulations suitable for a digital future.

Let us now hear from our distinguished speakers and panellists. Thank you all for contributing and for participating in today's roundtable.