Submitted by the expert
from FIGIEFA

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AFCAR Secure On-board Telematics Platform (S-OTP) Proposal

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GRVA

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26 May 2021

AFCAR – Alliance for the Freedom of Car Repair in Europe

Garage & Test Equipment Manufacturers

EGEA
EUROPEAN GARAGE EQUIPMENT ASSOCIATION

Dealers & Repairers

cecra
The voice of European vehicle dealers and repairers

Body Repairers

AIRC

AFCAR

Leasing & Rental Companies

Leaseurope
The Voice of Leasing and Automotive Rental in Europe

Data Publishers

ADPA
Automotive Data Publisher Association

Mobility Clubs

FIA
REGION I

Parts Distributors

FIGIEFA
Automotive Aftermarket Distributors

ADPA	European Independent Data Publishers Association
AIRC	International Association of Body Repairers
CECRA	European Council for Motor Trades and Repairs
EGEA	European Garage Equipment Association
FIA	Fédération Internationale de l'Automobile, Region I
FIGIEFA	European Federation of Automotive Aftermarket Distributors
LEASEUROPE	European Leasing and Rentals Industry

Why is access to data & functions important for Aftermarket Service Providers?

Better respond to new customer needs

Build new remote customer relationships

Compete equally with OEMs, in his role as Service Provider, on Digital Level

What are our key functional requirements for fair in-vehicle access?

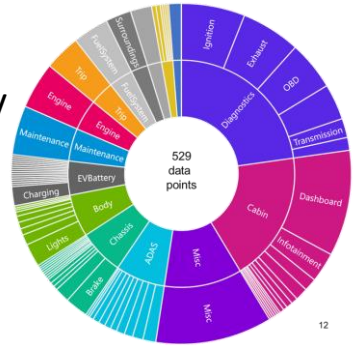
DATA	In Vehicle, real-time access to all available data & functions
PROCESS	The ability to run independent software directly *in* the connected vehicle using its onboard computational resources (no need for add-on hardware)
INTERACT	The ability to safely, securely and independently interact with the driver remotely using the in-vehicle Human-Machine-Interface (HMI) functions
COMMUNICATE	Bi-directional, non monitored communication with the vehicle and its functions

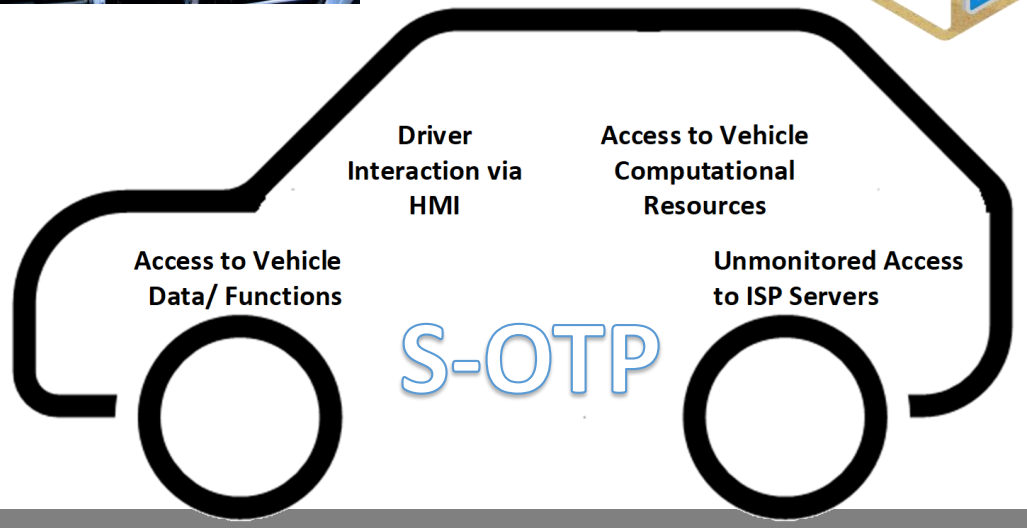
HMI access using VM App platform or CarPlay/ Android Auto (OEM) Apps

Web services based architecture and ability to run Apps in sandbox environments

Bi-directional access to

- Standardised access functions for deep diagnostics (10,000+functions/ data points)
- 500+ Data Points/ Functions standardised by name





Secure (encrypted/ VPN), undistorted Communication with off board platforms

A set of functional and non-functional software requirements

THE SOLUTION:
Secure On-Board Telematics Platform

The S-OTP is not a box!

The Secure On-Board Telematics Platform is a set of functional and non-functional software requirements.

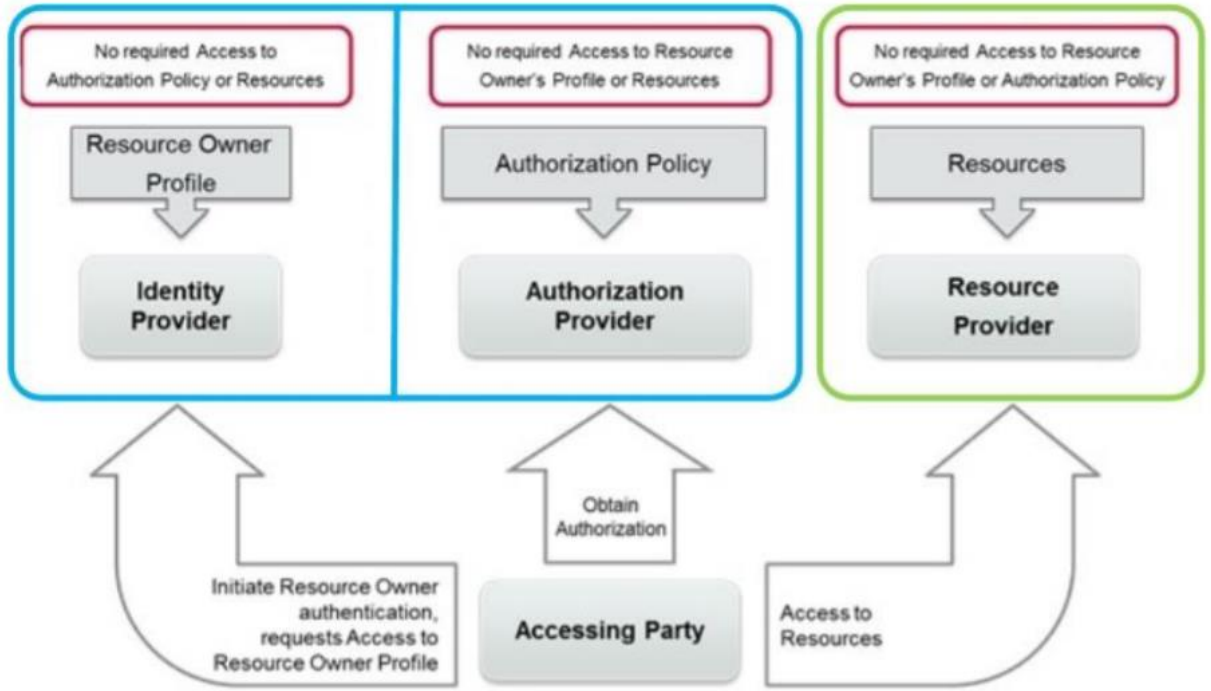
Considerations for secure access

- Solution will ensure
  - Vehicle integrity
  - Authorization & authentication for Apps and Service Providers
  - Right & Roles access based on Separation of Duties Principle
  - Validation process
  - (Cyber-)Secure processing of data in-vehicle
  - Data integrity

- To be done in a way that respects the key principles & based on mandated security requirements

Right & Roles access based on Separation of Duties Principle

- **Ensure equal & secure access**
  - Roles based Access Rights:
    - Privileged read & write/ Privileged read access/ Read & write/ Read access
  - Separation of Duties:
    - Enhances security through Multiple eyes principle.
    - Independent management of authorisation



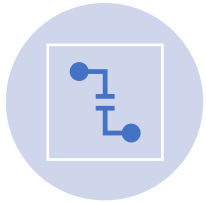
Key Benefits of the Secure On-board Telematics Platform

Technology Neutrality

Responsibility for vehicle integrity remains with the VMs

Traceability in case of security breaches

Enhanced security through the Multiple eyes principle



Separation of Duties

Legislative framework in line with technological progress

Competitive marketplace, benefiting of consumers

Control the controller

Keeping consumers in control (incl. direct consent management)

Conclusive remarks

- UNECE must continue proposing technology neutral solutions - no specific solution such as Extended Vehicle (cf. ISO presentation given at previous GRVA)
- ISO 20080, ISO 20077 and ISO 20078 industry-led standardisation initiatives do not sufficiently address all stakeholders needs/use cases
- Topics related to Extended Vehicle and alternatives are not suitable for mutual recognition and harmonisation at UNECE/global level
- Current regional discussions on access to in-vehicle data ongoing with the European Commission

AFCAR

Thank you for your attention!