Informal document **GRVA-11-15**
11th GRVA, 27 Sept. – 1 Oct. 2021
Provisionnal agenda item 5(c)

Remote Access to In-vehicle data

CITA's way forward

GRVA, 11th session
September 27th to October 1st, 2021

Fred Blüthner – FSD, representative in the DG Grow MVWG
fred.bluethner@fsd-web.de
Eduard Fernández – Executive Director
e.fernandez@citainsp.org

Who is CITA? What is our profession?

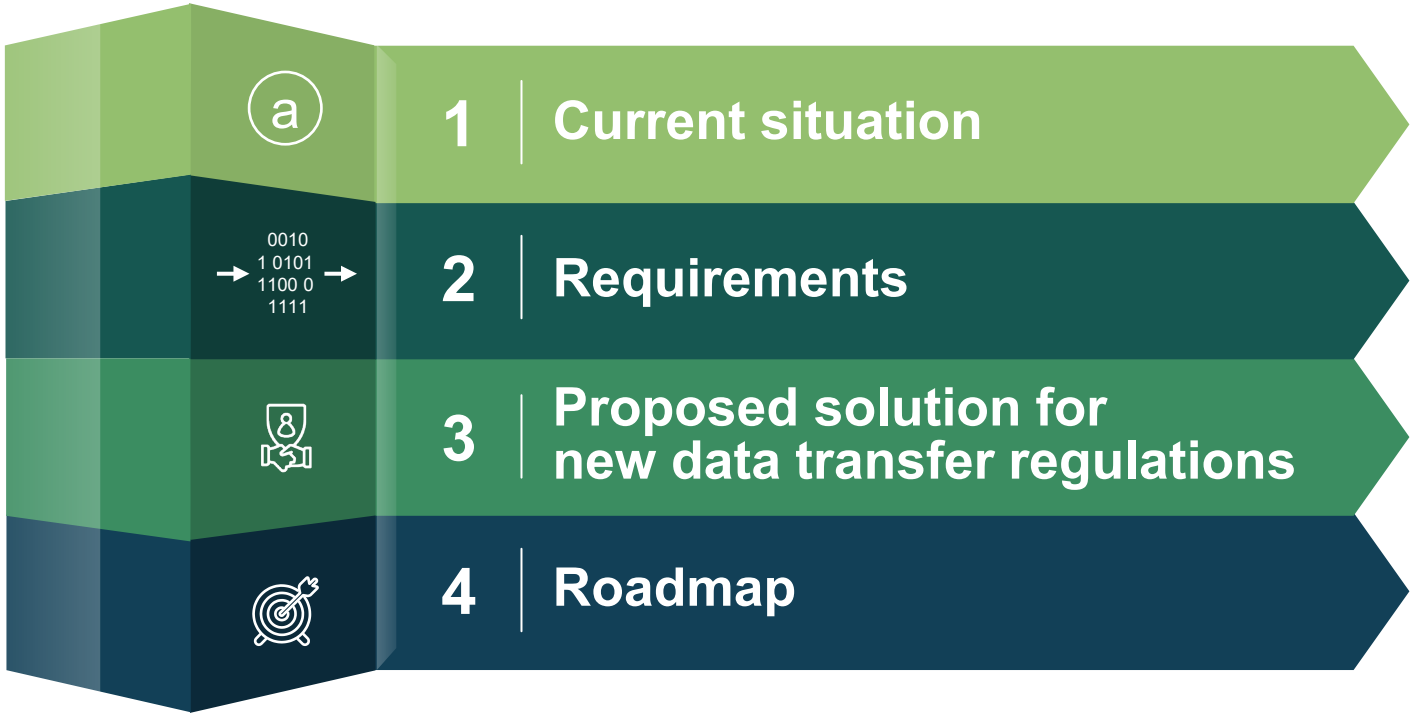
We are the **world-wide** association of **authorities and authorized members** active in the field of **vehicle compliance**

We make roads safer and cleaner.
Every day. Everywhere. Impartially. Responsibly.

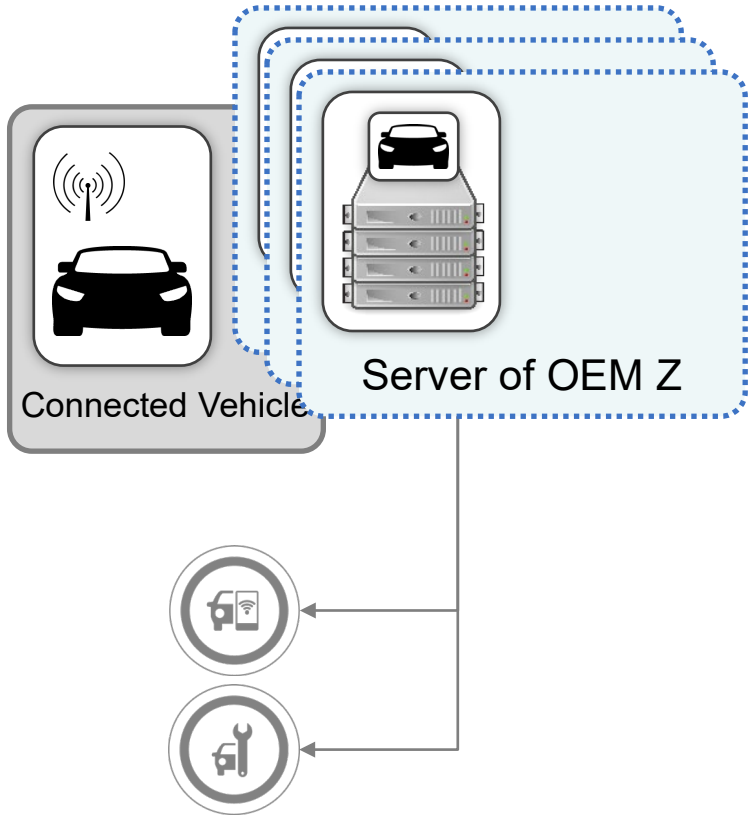
Ministries and agencies members of CITA

General Directorate of Road Transport Services	ALBANIA
ATTT - Agence Technique des Transports Terrestres	TUNISIA
Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie" (BMK)	AUSTRIA
Consejo de Seguridad Vial	COSTA RICA
Driver & Vehicle Agency	UNITED KINGDOM
DVSA	UNITED KINGDOM
Transport Administration	ESTONIA
Ministry for Innovation and Technology	HUNGARY
ITS	POLAND
Ministry of Land, Infrastructure, Transport	JAPAN
KOTSA	KOREA
Ministero delle Infrastrutture e dei Trasporti	ITALY
Ministry of Infrastructure	KOSOVO
NALTEC - Japan National Agency for Automobile and Land Transport Technology	JAPAN
Norwegian Public Roads Administration	NORWAY
NZTA	NEW ZEALAND
RAR	ROMANIA
RDW	NETHERLANDS
RSA	IRELAND
RTA - Licencing Agency Dubai	UNITED ARAB EMIRATES
SWEDAC	SWEDEN
TRAFICOM	FINLAND
UTAC	FRANCE
VIETNAM REGISTER	VIETNAM

Topics

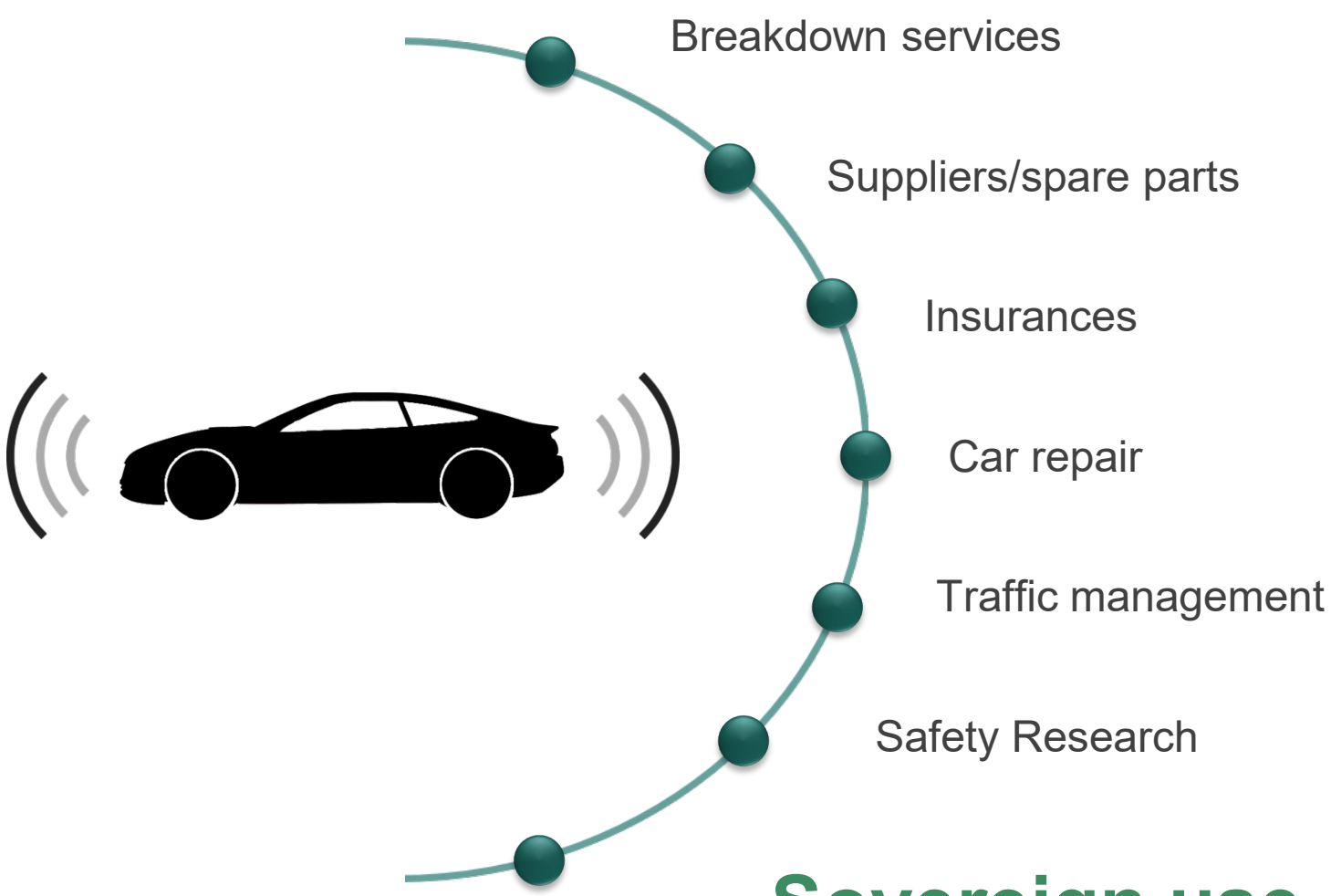

1 Current situation
0010
1 0101
1100 0
1111
2 Requirements
3 Proposed solution for new data transfer regulations
4 Roadmap

1 Current Situation



- Access based on ISO-standardized Webinterface (ISO 20078)
- In scope: B2B-use cases
- OEM in a gatekeeper position
- Situation today: under development

2 Upcoming use-cases

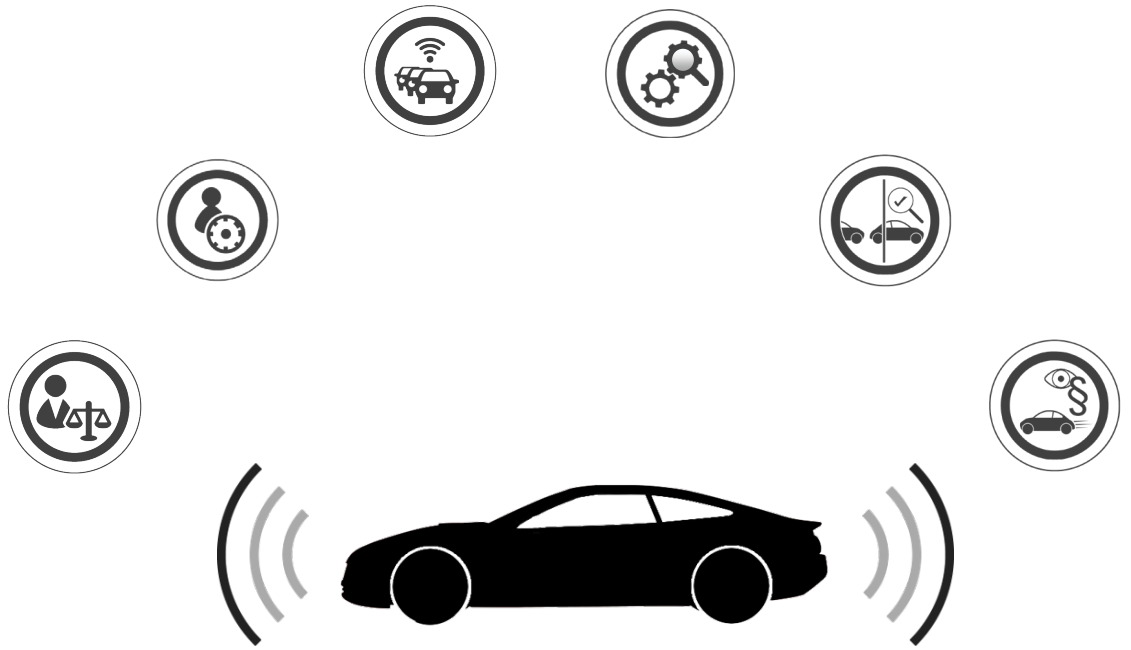


Sovereign use-cases

2 Why do we need a legal framework for authorities and sovereign public bodies?

- **Vehicle safety, security** and **environmental compatibility** has to be ensured **over the lifetime of the vehicle** and depends increasingly on electronic components as well as on **software versions** and **AI algorithms**

- **Sovereign use-cases**
  - **Type approval,**
  - **Market surveillance,**
  - **Field monitoring,**
  - **Research**,
  - **Roadworthiness testing, e. g. PTI**
  - **Liability**
  - **…**



2 Duties of the Contracting Parties

Roles of the contracting parties:

- To protect all road users
- To protect the environment
- To protect the privacy of all road users
- To support technological progress

Why are the current solutions not suitable?

- Access only via B2B-contracts with each OEM
- No guarantee for original, trustworthy and unfiltered data
- Limited data sets available
- No E2E-Encrypted data (from car to user/authority)

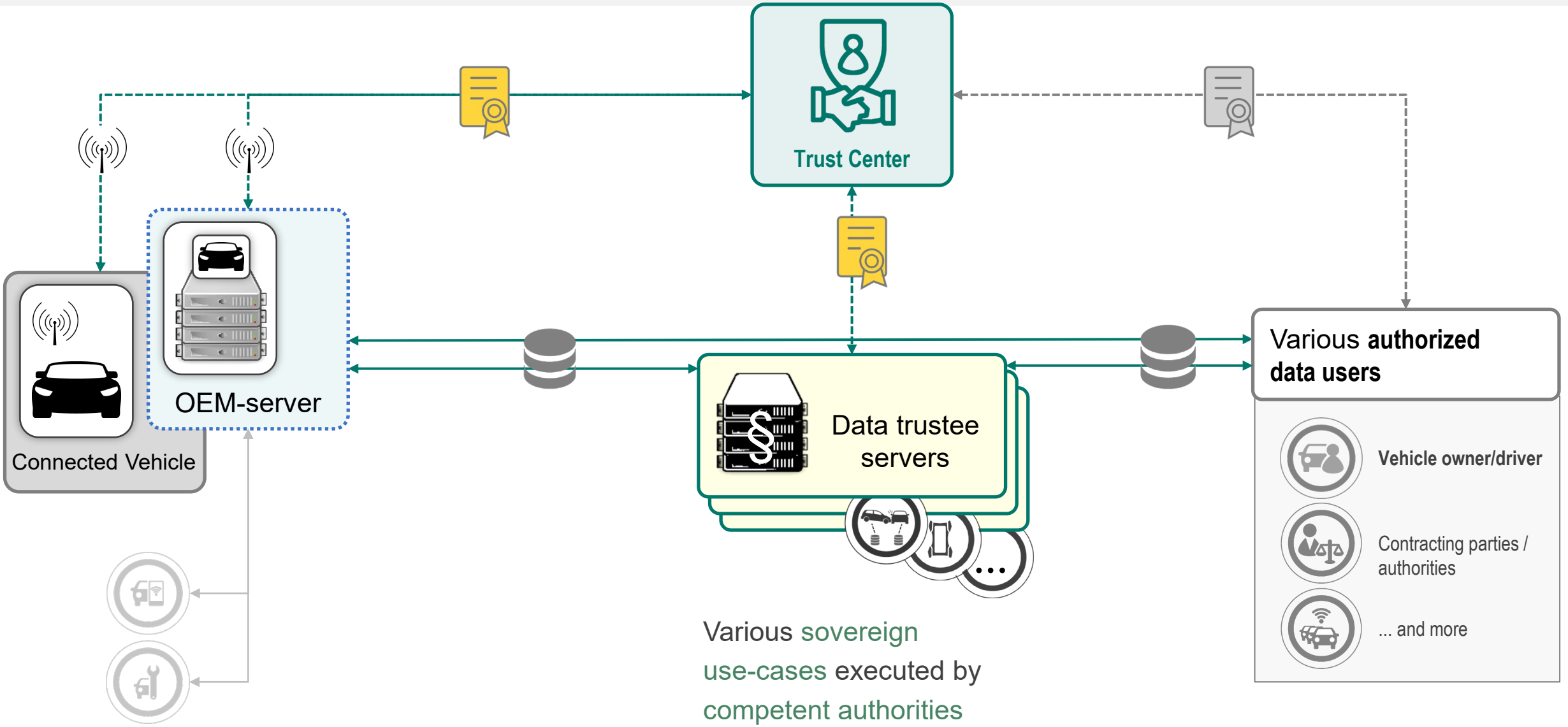
Conclusion ↪ no concept available that supports sovereign use-cases

3 What is the solution?

Basic Principles

- Fair and **independent access** through **separation of duties**
- **Trusted access**
- The **vehicle** defines the **range of data**
- Access to **reference information**
- **Trusted storage** of historic vehicle data (Software information, …)

3 What is the solution?



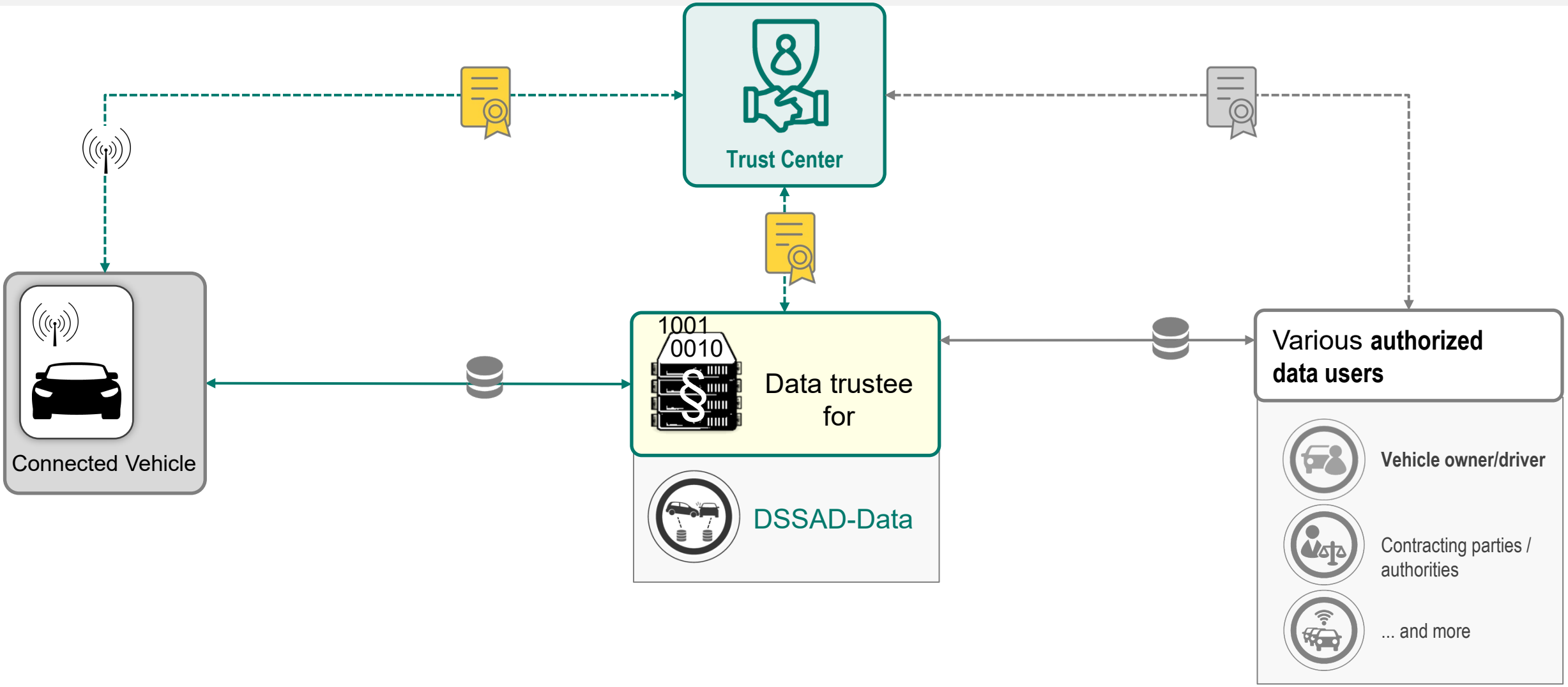
Various sovereign use-cases executed by competent authorities

3 What is a Trust Center / Data Trustee?

Trust Center … **independent and trustworthy body** that performs **access control** for in-vehicle data. Both **identification** of participants in a transaction and **authorization** of access. Entrusted by national/regional authorities.

Data Trustees … **Collect** and / or **process data** from vehicles of different manufacturers and suppliers and make it available to **authorized data users** in a **secure** and **legally compliant** manner, e.g. for **PTI** or market and **field monitoring.**

3 Sovereign use-case: DSSAD



3 Guiding Principle: Separation of duties – the basis of fair access for all participants

- **Fair access to in-vehicle data and functions** requires an independent **governance model**
- Based upon the principle of **separation of duties – for all stages** (short-, mid and long-term)
- Tasks/roles that need to be carried out **independent from each other**:
  - Identification of data exchange participants
  - Authorization of access to in-vehicle data and functions
  - Resource provision
- The current model proposed by OEMs (ExVe) defines all these roles to be carried out by the OEM ⇨ **lock-in effect** causing the OEM to establish a **gatekeeper** position
- **Solution**: separation of duties by **handling/managing access** to in-vehicle data **by a Trust Center**

THANK YOU

Fred Blüthner
Head of Department for Development and Policy Issues
fred.bluethner@fsd-web.de
Mobile: +49 163 2 34 85 28
fsd.zentrale-stelle.org

Backup for further discussion

Next Step: Preliminary consideration of presented models

	Extended Vehicle	Secured Extended Vehicle	Third Party Trust Center/Interim	Trust Center /Data Trustee	Secure Onboard Telematics Platform	…
Implementation Effort OEM						
Implementation Effort Third Parties						
Duration of Implementation						
Cost of Implementation for OEM and Third Parties						
Degree of Compliance with basic Principles						
Benefit for sovereign use cases (e.g. PTI)						
…						