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Agricultural Machinery Industry
**ROADMAP on
CYBERSECURITY – SUMS**
27 Sept 2022

Commitment of the technological industry

► The agricultural vehicles and machinery industry is part of the technological industry.

► The architecture of automotive vehicles and agricultural vehicles are not comparable as they serve a different purpose and were develop separately.

► Solutions must be suitable and proportionate.

► In Europe this is reflected in the New Legislative Framework legislations that entail in most cases self-certification and use of harmonised standards which provides flexibility and reduces administrative burden to a minimum.

► the agricultural vehicles and machinery industry is committed to work on the necessary measures in relation to cybersecurity and software updates and welcomes suitable legal actions.

► As a result, and as agreed within UNECE GRVA, we present a roadmap on how to handle content and implementation of CS and SUMS.

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Roadmap: start with expert assessment within ISO

► the first step is the development of suitable technical requirements through standardisation (under ISO TC23/SC19) due to the existing network of global expertise.

► A follow-up of the standardisation process could be done within a dedicated GRVA subgroup for agricultural vehicles.

► The start on legal requirements can start once a solid basic standardisation text is available.

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Roadmap: CEMA proposal for timeline to define requirements and for the implementation

Cybersecurity

Work of AEF Project Team Cybersecurity

►	Start of analysis of security regulations and standards	Mai 2022
►	First outline of Cybersecurity Standard for Agricultural vehicles	Sept. 2022

CEMA and AEF

►	Request for a New Work Item @ISO	29 Sept SC19 meeting
►	Start of standardisation projects (NWI)	Quarter 1 2023
►	Publication of ISO/CEN Standard	Quarter 1 2026
►	Application within Type approval (TA) for a new type of vehicle	preference to leave it open
►	Application within TA for any new vehicle placed on the market (all types)	2034-2036
►	harmonised standard for compliance to all current relevant CS NLF legislation	the earliest 2028
►	harmonised standard for compliance to the **Cyber-Resilience Act (out since 15 Sept) to be assessed**	

Software Update Management System:

►	Assessment on timeline	earliest 2023
►	Request for a New Work Item @ISO	29 Sept SC19 meeting

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Roadmap: final considerations

On cybersecurity:

► The timeline proposed will be followed for all vehicles/machines in relation to the standardization work

► **For mobile machinery and categories R&S in relation to occupational safety**, EU compliance is necessary with NLF legislation, including Cyber-Resilience Act (Latter still up for assessment)

► **NEW**: tractors are currently in scope of the Cyber-Resilience Act

► CEMA proposes to use the time within the standardization process, to carefully consider the options for agricultural vehicles and machinery on Cybersecurity, including the Cyber-Resilience Act.

On Software update Management Systems

► The RxSWIN system, though optional, clearly shows that the SUMS serves to link the different UNECE Regulations on braking /steering but also the many new ADS/ADAS systems. few UNECE regulations are applicable to agricultural vehicles. Most are related to components.

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