



European  
Automobile  
Manufacturers  
Association

# Data sharing and re-use

## Perspective from the vehicle manufacturers

**BITS – BRUSSELS INTERNET & TELECOM SEMINARS**  
ORGANISED BY UNIVERSITY OF NAMUR AND CULLEN INTERNATIONAL

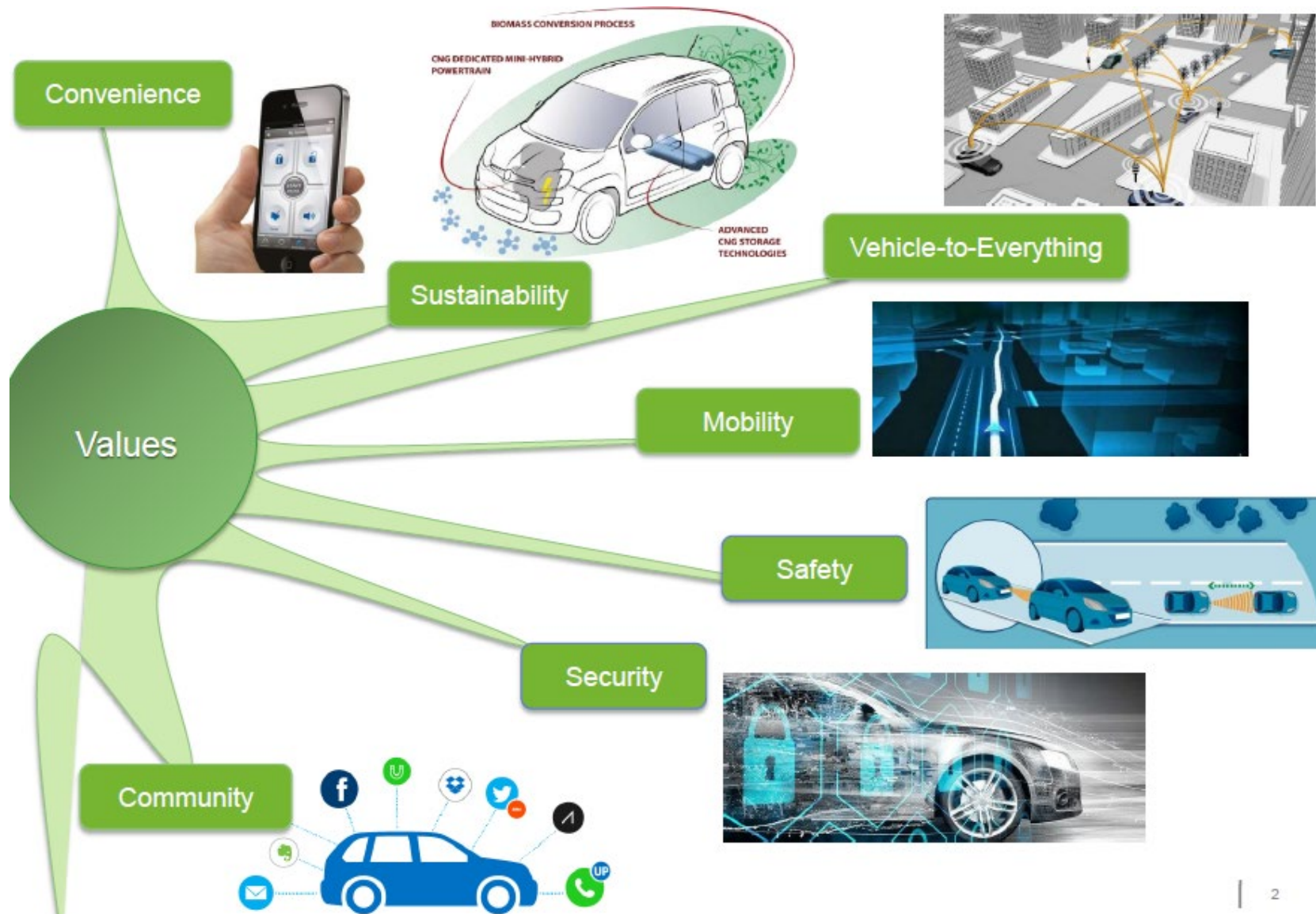
JOOST VANTOMME,  
SMART MOBILITY DIRECTOR

BRUSSELS, 3 OCTOBER 2018

Thursday, 04 October 2018



# CONNECTIVITY SERVICES



# ACEA POSITION : CATEGORIES OF DATA/USE CASES

## 1. “Public interest” data -> Reciprocity

**Data relevant to traffic safety**

(e.g. local hazard warning, ITS-related services)

## 2. Data triggered by the vehicle -> B2B

**Services available across brands: non-differentiating vehicle data**

(e.g. ambient temperature, traffic flows, road sign recognition, street parking)

## 3. Vehicle specific technical data

**Brand-specific services & component analysis/product improvement: link to suppliers, IP protected**

(e.g. ECU monitoring, chassis sensor data)

## 4. Data triggered by driver -> GDPR

**Personalised services**

(e.g. vehicle position, speed, insurance, fleet, roadside assistance, diagnostic)

# ACEA POSITION ON ACCESS TO DATA

- **OEMs prepared to make data available, when the following principles are respected:**
  - **Safety, security, vehicle integrity and liability**
  - Customer choice (repair and maintenance, as well as mobility services)
  - Fair competition
  - Privacy and data protection
  - Interoperability (standardised approach, cfr ISO)
  - Return on investment
- **Direct access to data inside the vehicle poses a threat to: safety, security and integrity of the vehicle**
- **Dongles connected to an OBD interface pose a risk to the vehicle**
- **Focus on providing off-board access to data through Extended Vehicle model**

# LEGAL, REGULATORY, OPERATIONAL

- **Market developments:**

- OEMs in deployment mode
- User Group initiative with various market players and segments including neutral servers
- Delegated regulation 886/2013 on SRTI : Data Task Force Member States-vehicle manufacturers
- Attentive to questions such as who owns the data, fair, equal and undistorted access, monitoring of data flows, data protection, etc.

- **European Commission:**

- No ex-ante intervention in this debate at present. DG MOVE/GROW/CNECT involved in our User Group initiative
- Possible guidance through a Recommendation (Communication on Automation, part of the Third Mobility Package, May 2018) [request from EP on legislative action in INI report on C-ITS, Feb 2018]
- European data space package - May 2018
- New Expert Group on B2G data sharing

# DATA : A COMPLEX POLICY TOOLBOX

Vehicle related

ITS related

Data economy

Data protection/  
privacy

Other

UN-ECE  
&  
EU

Cooperated  
ecosystem

DSM and flow of  
data

Protection of  
personal data

Machines/platforms  
IT/telecoms

- Type approval
- General Safety Regulation
- CCAM
- Cyber

- ITS directive 2010
- DR 886/2013 on SRTI
- C-ITS expected DR
- C-ITS Strategy
- V2V, V2I, V2X

- Communication (Jan 2017)
- European data space April 2018
- Third Mobility Package May 2018

- GDPR
- ePrivacy
- NIS & cybersecurity act

- Liability regime
- Technology choice
- Spectrum allocation
- Platforms regulation
- Funding
- Ethics
- Competition law

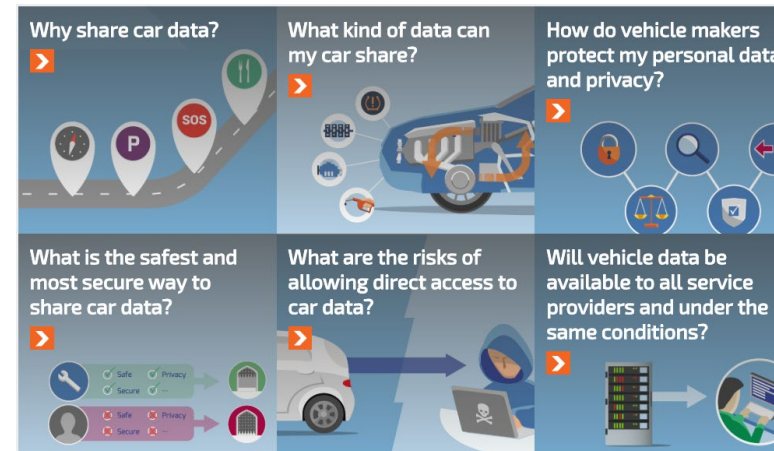
# DETAILED PAPER ON OUR POSITION

## Position Paper on Access to Vehicle Data for Third-party Services



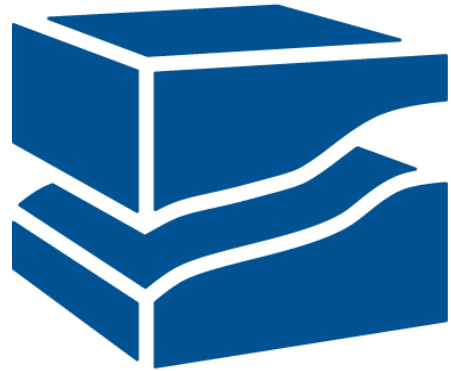
<https://goo.gl/Lf8vAB>

## Instructive web site and video



[www.cardatafacts.eu](http://www.cardatafacts.eu)

# THANK YOU FOR YOUR ATTENTION



ACEA

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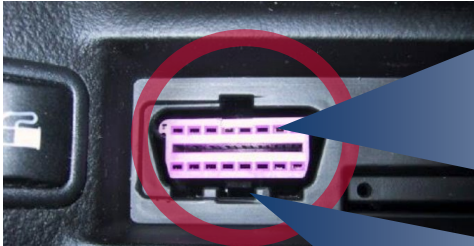
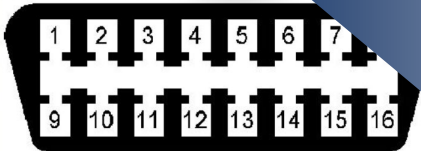


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# BACK UP

# ACCESS TO VEHICLE DATA

## OBD Interface

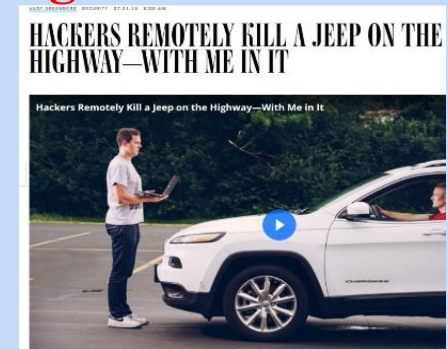
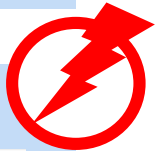
PIN	DESCRIPTION	PIN	DESCRIPTION
1	Vendor Option	9	Vendor Option
2	J1850 Bus +	10	j1850 BUS
3	Vendor Option	11	Vendor Option
4	Chassis Ground	12	Vendor Option
5	Signal Ground	13	Vendor Option
6	CAN (J-2234) High	14	CAN (J-2234) Low
7	ISO 9141-2 K-Line	15	ISO 9141-2 Low
8	Vendor Option	16	Battery Power

OBD-II Connector and Pinout

### Diagnosis and maintenance



### Open gate for hacking

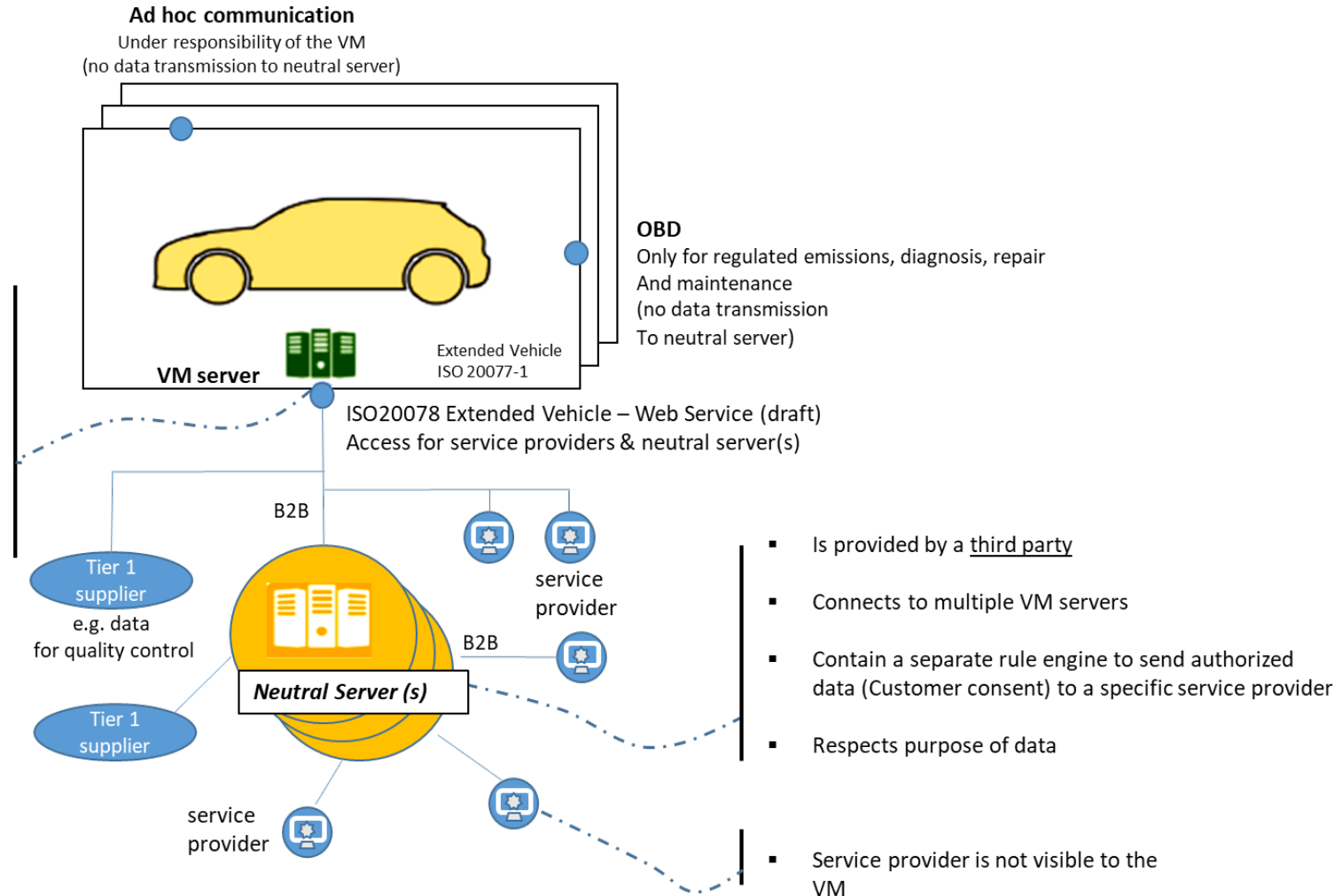


» OBD interface is a well defined interface for diagnosis and maintenance in a defined service station

» Using the OBD interface with a connected dongle can cause serious security/safety problems

# EXTENDED VEHICLE MODEL & NEUTRAL SERVER(S)

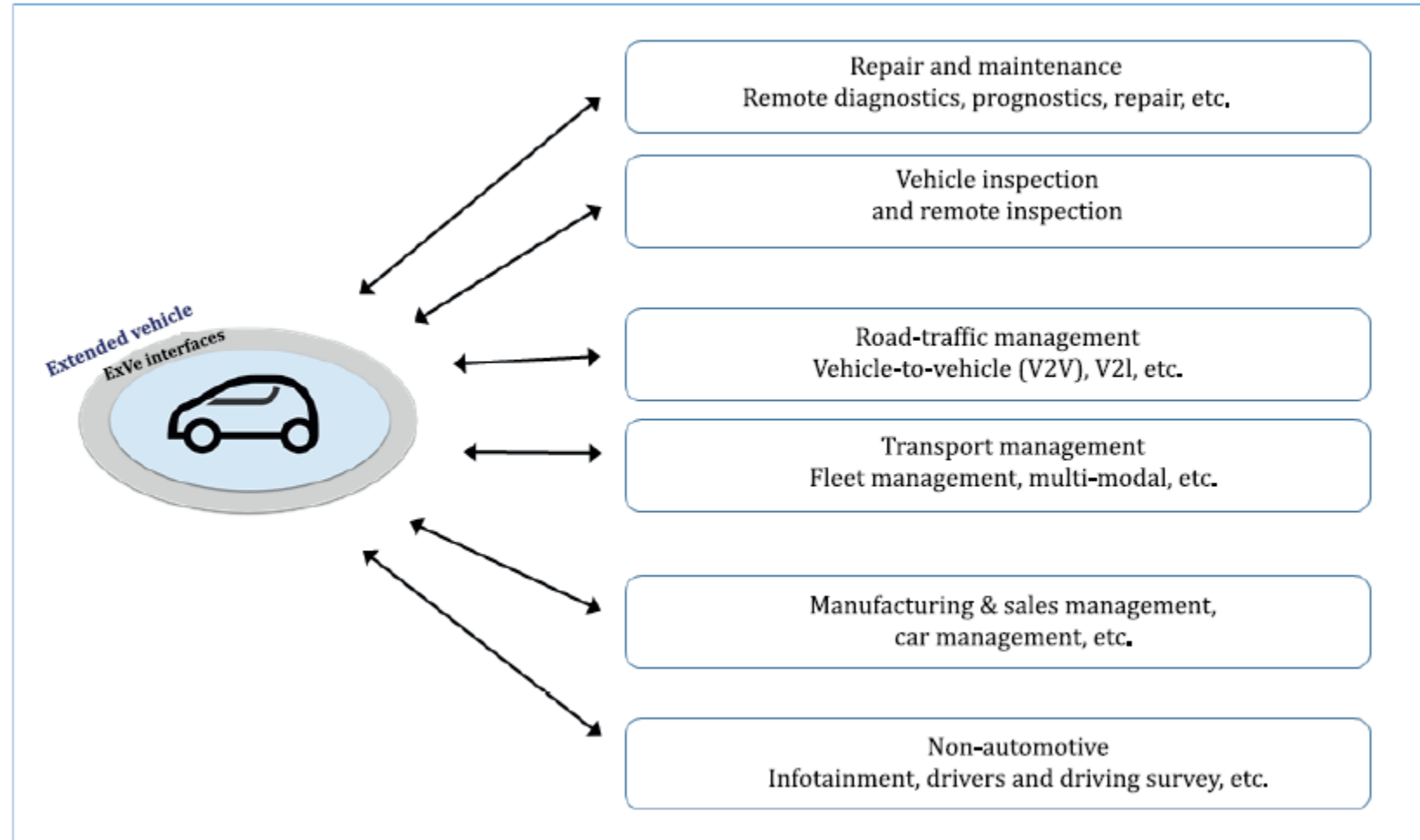
- Is provided by the VM
- Connects to multiple service providers and neutral server(s)
- Contains rule engine to send authorized data (customer consent) to a specific service provider or neutral server



- Is provided by a third party
- Connects to multiple VM servers
- Contain a separate rule engine to send authorized data (Customer consent) to a specific service provider
- Respects purpose of data
- Service provider is not visible to the VM

This use case description is typically realized:

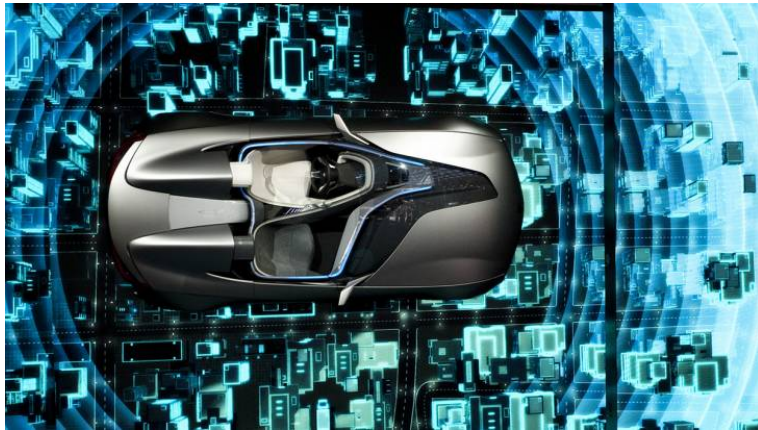
- through a particular legislation;
- through a particular standard such as ISO 20080;
- through a full documentation by means of the standardized template specified in ISO 20077-2.



# ACEA POSITION PAPERS

## On Smart Mobility and Cybersecurity

### Principles of Automotive Cybersecurity



<https://goo.gl/L7SdRX>

### Access to Vehicle Data for Third-party Services



<https://goo.gl/Lf8vAB>

### Principles of Data Protection in relation to CAD



<https://goo.gl/37iCHV>

## Examples of C-ITS use cases

### Road safety related

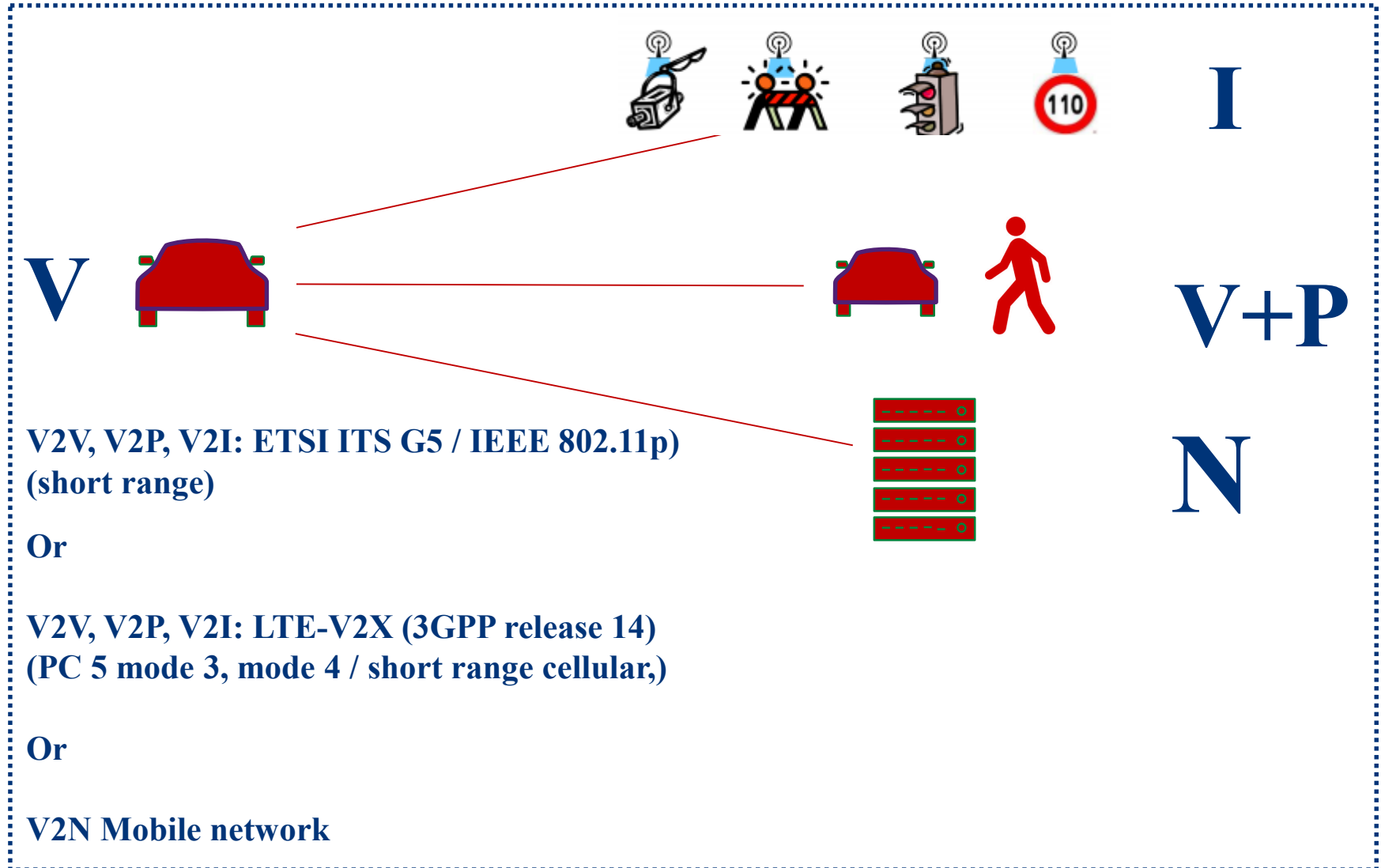
- Emergency vehicle approaching
- Slow or stationary vehicle(s)
- Traffic jam ahead warning
- Hazardous location notification

### Cooperative traffic efficiency

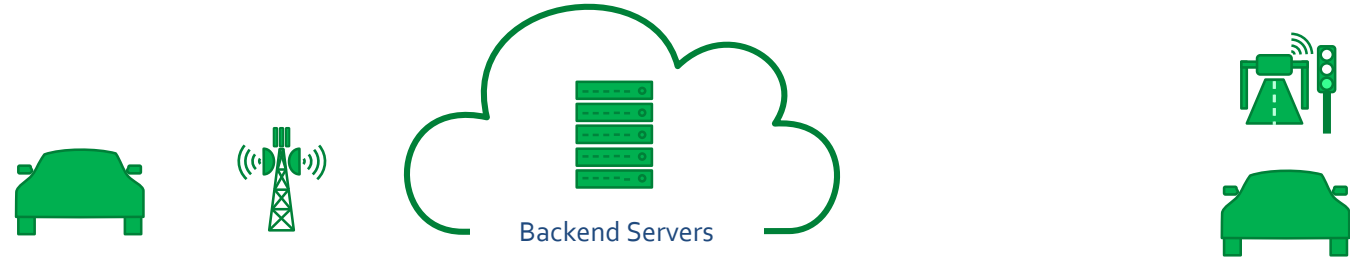
- Traffic information and smart routing
- Traffic Light Assisoperative t
- Green Light Optimal Speed Advisory (GLOSA) / Time To Green (TTG)
- Road works warning
- Weather conditions

### Cooperative local services

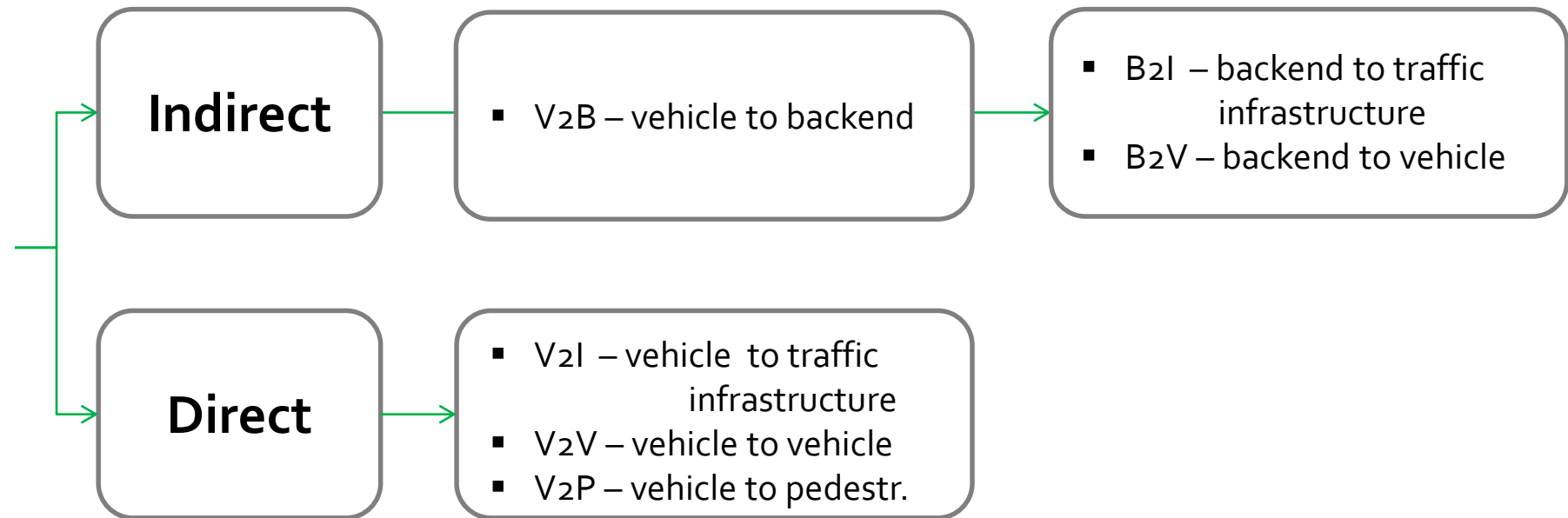
- Off street parking information
- Park & Ride information
- Information on AFV fueling & charging stations
- Zone access control for urban areas



# V2X



V2x is a collective term for data communication between vehicles and their environment





# ACEA MEMBERS

**BMW  
GROUP**



**DAF**

**DAIMLER**

**FCA**

FIAT CHRYSLER AUTOMOBILES



**HONDA**

The Power of Dreams



**HYUNDAI**

**IVECO**



**PSA**  
GROUPE

**GROUPE  
RENAULT**

**TOYOTA**

**VOLKSWAGEN**

AKTIENGESELLSCHAFT

**VOLVO**





# KEY FIGURES ABOUT THE INDUSTRY

**12.6 million** Europeans work in the automotive sector

**3.3 million** jobs in automotive manufacturing

**€396 billion** in tax revenues (EU15)

**€50.1 billion** in R&D spending, largest private investor

**€90 billion** positive net trade contribution