

From: BERMIG Carsten (CAB-BIENKOWSKA)
Sent: 24 August 2018 12:14
To: CAB BIENKOWSKA ARCHIVES
Cc: [REDACTED] (GROW); [REDACTED] (CAB-BIENKOWSKA)
Subject: FW: Meeting 9 July
Attachments: MLex_Content_(51).pdf

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From: [REDACTED] [[mailto:\[REDACTED\]@ehi.com](mailto:[REDACTED]@ehi.com)]
Sent: Wednesday, July 25, 2018 4:18 PM
To: BERMIG Carsten (CAB-BIENKOWSKA); OBST Silke (CAB-BULC); SCHMIDT Ivo (CAB-SEFCOVIC)
Subject: Meeting 9 July

Dear Ms. Obst, Mr. Bermig, Mr. Schmidt,

I would like to thank you for taking the time to meet with me and my colleague [REDACTED] on 9th July to discuss the issue of access to in-vehicle data. We very much appreciated the opportunity to meet with you all collectively to talk about this vitally important topic. [REDACTED] and I welcomed your explanation of where things stand in terms of new legislative proposals in this Commission and the need to wait until the next Commission before we will likely see a proposal in this area.

As you said in the meeting, we had wanted to see a very strong signal from the Commission towards addressing access to in-vehicle data but the Communication on Connected Cooperative and Automated Mobility and forthcoming Recommendation mark an important staging post on this critical issue. The acknowledgement within the Communication of the risk of competitive distortions inherent in the Extended Vehicle Platform is a significant marker and DG COMP's subsequent conference comments (please find attached a related Mlex article, as promised) gave more specificity to the types of abuse that have been seen in the past with regard to RMI and which are likely to be reproduced in the future.

It is for these reasons that Enterprise and many other independent operators believe that clear, bright-line rules must be put in place to prevent abuses in the market and enable direct, real-time, open and secure access to in-vehicle data at a critical stage of market development around this rapidly advancing technology.

We will contribute fully to the forthcoming public consultation exercise and we will revert to you to further address your question: "what more do you need?" in a policy paper, which will include why we believe the Secure Vehicle Interface concept could provide the route to open, standardised and secure non-discriminatory access to in-vehicle data for all third-party players across the mobility ecosystem.

Please consider Enterprise a willing and engaged partner to your work. We look forward to continuing to engage with you in the coming months.

Yours sincerely,



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