Hintergrundnotizen

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RECOMMENDATION “REGARDING A LIMITED SET OF MEASURES TO FACILITATE A TIMELY DEPLOYMENT OF CONNECTED AND AUTOMATED MOBILITY ACROSS THE EUROPEAN UNION”

The current draft text incentivises the creation of a data framework based on sharing and equal access to in-vehicle data (e.g. on fair, reasonable and not discriminatory conditions).

The draft text is aligned with the Commission Communication on the data economy and puts forward principles for data governance in relation to four situations:

(i) data sharing necessary for enabling connected and automated driving;
(ii) data sharing principles applicable in relations between car manufacturers and their suppliers;
(iii) data sharing necessary for ensuring equal access and innovation on services relying on access to data;
(iv) data sharing necessary for public interest purposes.

All these use cases follow closely the data economy package vision and propose principles in that regard. Use case iii proposes a human-centric approach with consent as main legal basis for sharing.

Cybersecurity

The Task Force of the United Nations’ Economic Commission for Europe on Cybersecurity and Over-the-air issues, the related provisions in the EU type approval regulation and the Cooperative Intelligent Transport Systems Delegated Act establish rules regarding the cybersecurity around vehicles.

Nevertheless, there are gaps in these systems in relations to ensuring secure and safe connected and automated mobility. For example, the type approval regulation provides for a static assessment of parameters based on specific use cases while (AI systems always evolve and change parameters). The draft text of the Recommendation proposes to addresses these gaps by:

1) presenting a list of cybersecurity objectives that the entire ecosystem should integrate when developing connected and automated mobility services;

2) fostering cooperation between Member States and industry for the creation of certification schemes for specific components of the vehicle ecosystem (external or internal);

3) extending the cooperation framework on network and information security to include also other mobility actors not covered by the Directive on Security of Network and Information Systems NIS directive, but that could be affected by cyberattacks on critical infrastructure (e.g. digital service providers that are not offering services covering a critical infrastructure, but are linked to the functioning of the vehicle).
EUROPEAN PARLIAMENT RESOLUTION OF 15 JANUARY 2019 ON AUTONOMOUS DRIVING IN EUROPEAN TRANSPORT

The resolution is based on an own initiative procedure of the European Parliament. The rapporteur was Wim van de Camp (EPP/NL).

The European Parliament welcomes the Commission communication on the road to automated mobility. Amongst others, it also affirms the need to explore legislative actions to ensure fair, secure, real-time and technology-neutral access to in-vehicle data for some third party entities. Such access should enable end users and third parties to benefit from digitalisation and promote a level playing field and security with regard to storage of in-vehicle data.

The European Parliament notes that reliable in-vehicle and route data are fundamental building blocks for the achievement of both autonomous and connected driving in a single European transport area and for competitive services for end users.

It urges the Commission, therefore, to ensure that obstacles to the use of such data are dismantled and a robust regulatory system in this respect is put in place before 1 January 2020, ensuring the same data quality and availability across Member States.
DELEGATED ACT ON COOPERATIVE INTELLIGENT TRANSPORT SYSTEMS

The Directive on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport foresees the adoption of specifications necessary for the development of cooperative Intelligent Transport Systems services (compatibility, interoperability and continuity).

The Commission adopted a Delegated Act on 13 March 2019 to step up the deployment of Cooperative Intelligent Transport Systems on Europe's roads.

The new technology will allow vehicles to 'talk' to each other, to the road infrastructure, and to other road users – for instance about dangerous situations, road works and the timing of traffic lights, making road transport safer, cleaner and more efficient.

The new rules are in line with the proposals on clean mobility.

The adoption is an important stage in enabling communication among vehicles. As of this year, vehicles, traffic signs and motorways will be equipped with technology to send standardised messages to all traffic participants around them.

The specifications establish the minimal legal requirements for interoperability between the different cooperative systems used. Interoperability will enable all equipped stations to exchange messages with any other station securely in an open network.

The cooperative element – enabled by digital connectivity between vehicles, and between vehicles and the transport infrastructure – is expected to significantly improve road safety, traffic efficiency and comfort when driving, by helping the driver to make the right decisions and adapt to the traffic situation.

Vehicles equipped with Cooperative Intelligent Transport Systems are already on the road today, albeit in limited numbers, demonstrating that the technology is effective and reliable. In 2019, vehicle manufacturers across the EU are expected to start equipping their vehicles, and road operators to start equipping their roads with Cooperative Intelligent Transport Systems technology.

Cooperative Intelligent Transport Systems technology will normally be directly integrated into the vehicle. The total costs per car are estimated to be around EUR 300, which is expected to drop as more vehicles are equipped. Some vehicle manufacturers may offer the technology as standard safety equipment.
5G AND CONNECTED AND AUTOMATED DRIVING

There is an expectation that 5G connectivity will be a major enabler for Connected and Automated Mobility, a key opportunity for Europe to lead in digital innovation. Vehicles should be able to physically move all along the main pan-European transport paths with uninterrupted 5G connectivity and guaranteed quality of service level to ensure business continuity, i.e. while changing operational, regulatory and administrative environments.

The Commission is encouraging cooperation between Member States on cross-border initiatives for the establishment of large scale testing and early deployment of 5G corridors, including on aspects related to the cross-border exchange of road safety and traffic information, data access, data quality and liability. The Commission has announced in its Communication of May 2018 on the EU strategy in the area of Connected and Automated Mobility that work will continue with the Member States and stakeholders to develop a network of pan-European 5G cross-border corridors for large-scale testing and early deployment of advanced connectivity supporting connected and automated driving.

The financing of connectivity infrastructure deployment has an important place in the Commission proposal for the next EU budget 2021-2027. In particular, the Connecting Europe Facility includes an important digital part, with a proposed budget of EUR 3 billion. It is expected that a significant part of this digital infrastructure budget will be allocated to support the deployment of 5G highway corridors to enable Connected and Automated Mobility.

Contact:
DATENSCHUTZ


Im Arbeitsprogramm des Europäischen Datenschutzausschusses für 2019-2020 sind Leitlinien für vernetzte Fahrzeuge vorgesehen. Erste Vorarbeiten in der zuständigen Arbeitsgruppe haben begonnen, allerdings ist derzeit der Zeitpunkt der Fertigstellung und Verabschiedung noch nicht absehbar.