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12th GRVA

Access to in-vehicle data

January 24th to 28th, 2022

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Concepts



- **✓** Follows up of document GRVA-11-15
- ✓ Spotlights the sovereign case to access invehicle data
- ✓ Vehicle fitness will be more critical than ever
- ✓ Technological-legislative hurry
- **✓** Impartiality

Key principles for access



Non **Fair** Reasonable Cybersecure discriminatory Neutral **Trustworthy Impartial Useful for** sovereign tasks



Dongle solution





Extended Vehicle Concept / ADAXO

- ADAXO: Automotive Data Access Extended and Open
- Based on the ISO standardized Extended Vehicle concept
- Open to other server platforms (NEVADA approach)
- Possibility of installing 3rd party software in the vehicle fulfilling UN Regulations Nos. 155 and 156



Secure On-board Telematics Platform (S-OTP)

- Protection Profile addressing life-cycle performance and maintenance of vehicles regarding Cybersecurity as methodology
- Neutral access and authorization concept for data
- Modification of software and hardware components needed



Man in the middle

- ➤ The MNO Mobile Network Operator becomes the "Man in the middle"
- MNO transfers to the Data Trustee (DT) the data sent from the vehicle to its manufactures
- For sovereign use cases
- The DT safely stores data and provide access to designated stakeholders
- Consumers may decide which stakeholders will receive their data



Trust Centre

- Independent governance model with separation of duties
- Access management handled by independent trust centers
- Data trustees collect and/or process data from vehicles

Way forward



Possibilities for the GRVA:

Using UN Regulations, Rules and GTRs to ease the access to vehicle data

Data to be collected
Transmission of data
Authenticity and no-repudiation
Encryption requirements

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Recommendations

Way forward



Setting up and ad-hoc group to assess the existing models^(*)

(*) The document contains a proposal of a template for the assessment



Thank You for your attention!

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