

Submitted by the experts
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- ✓ **Follows up of document GRVA-12-11**
- ✓ **Spotlights the sovereign case to access in-vehicle data**
- ✓ **Vehicle fitness will be more critical than ever**
- ✓ **Technological-legislative hurry**
- ✓ **Impartiality**

- ✓ **Contracting parties have full latitude to regulate the access to the vehicle data independently.**
- ✓ **UNECE' WP.29 has the tools to regulate and harmonize access to vehicle data.**
- ✓ **GRVA, as part of WP.29, is addressing the international harmonization of technical aspects of vehicles. It may also be of interest for the industry to have as far as possible a kind of global harmonization on how to go on with the in-vehicle data. Otherwise, they may have to adapt their vehicle configuration to several different acting markets. These discussions may result in a regulation concerning this topic.**

Harmonized way to handle in-vehicle data:

- **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

...

- **Recommendations**

Tasks to be done at GRVA level:

- **Assessment of the importance to the access to the in-vehicle data for sovereign use cases, such as type approval and vehicle life cycle compliance.**
- **Defining the principles guiding the access to the in-vehicle data.**
- **Working on the different definitions.**
- **Review of existing regulations and guiding principles (at the national and the international level) regarding the access into vehicle data.**
- **Assessment of the possibility of harmonizing the different legislations.**
- **Harmonize between the different access to the in-vehicle data models proposed by the different stakeholders.**

- **Do we need an informal working group?**
 - ✓ Vehicle harmonization.
 - ✓ Facilitating vehicle movement between different areas.
- **Would one of the contracting parties volunteer in leading this activity?**



Thank You for your attention!

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