FIA MOBILITY & TOURISM

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UNECE, WP 29

A WORLD IN MOTION

Protection Against
Mileage Fraud
Current Status in ITS-AD
110th GRSG Meeting
Geneva, 27 April 2016

FEDERATION
INTERNATIONALE
DE L'AUTOMOBILE

FIA.COM

- **Summary**

- **ITS-AD**

- **Next Steps**

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Summary

- FIA proposed to amend regulation 39 with provisions to protect the odometer data against fraud

- GRSG could not find a common position on the FIA request, but "…GRSG….agreed to keep ECE/TRANS/WP.29/GRSG/ 2015/16 and GRSG-108-38 on its agenda as a reference document for further consideration at its next session"

- FIA subsequently joined the ITS-AD informal working group and welcomes, that data protection and cyber security are regarded as topics of high importance in ITS-AD as a general (technical) requirement

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ITS-AD

- The ITS-AD shall consider and recommend a broader concept (ideas) to ensure adequate of the vehicle countermeasures against cyber security (prevention of hacking, tampering) and malfunction for vehicle systems

- Japan and Germany….” Focus areas from the perspective of G7 transport ministers: Regarding cyber security and data protection it is stated in the declaration of the G7 Ministers of Transport and the European Commissioner for Transport on 17th of September 2015….: “With regard to automated driving ensuring cybersecurity and data protection are of outstanding significance and will require sustained cooperation among the G7 transport ministers and the European Commissioner for Transport.”
  [(ITS-AD_08-05) Working paper Status of cyber security and data protection.docx]

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ITS-AD

- "2.4 Security
  The protection of connected vehicles and vehicles with ADT requires verifiable
  security measures according security standards (e.g. ISO 27000 series, **ISO/IEC
  15408**)"
  [(ITS-AD_08-05) Working paper Status of cybersecurity and data protection.docx]

- OICA proposes to develop ADT security features according to ISO 26262. The
  standard for the functional **safety** features forms an integral part of each
  automotive product development phase, ranging from the specification, to design,
  implementation, integration, verification, validation, and production release

- FIA still regards the methodology of common criteria (ISO/IEC 15408) the most
  secure one, as ISO 26262 mainly deals with functional **safety** and not with **security**

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Next steps

- FIA proposes OICA to discuss on a technical level the advantages / disadvantages of ISO 26262 vs ISO 15408 regarding

  => cyber security

  => data protection

  => remote access to in-vehicle-data

  => G7 statement that cybersecurity is a growing concern from consumers; therefore stakeholders have a responsibility to design appropriate regulation to ensure trust in new technology and connected vehicles

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Thank you for your attention