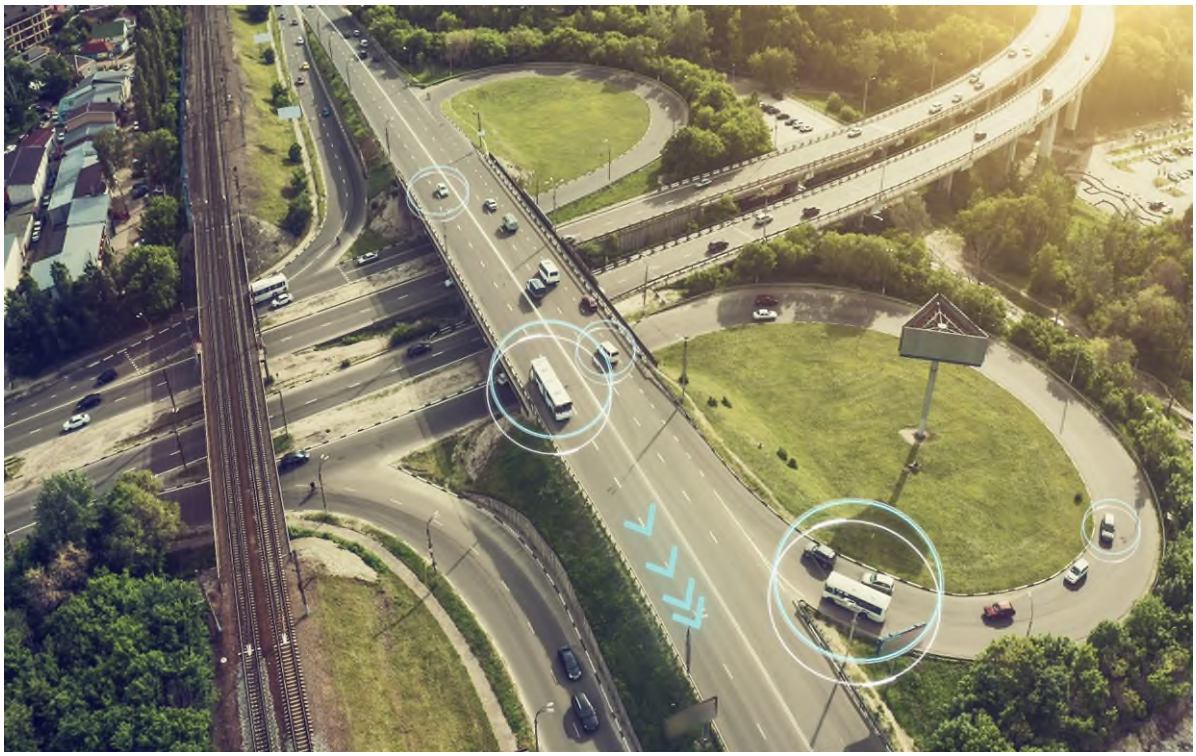
VDA | Verband der Automobilindustrie

Short Position

# In-vehicle Data, Functions and Resources



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Berlin, November 2023

**Data plays a crucial role in promoting more sustainable, customer-centric, and connected mobility. In order to offer new, innovative services and service offerings to OEMs, third parties are requesting access to data, functions, and resources available in the vehicle. In addition to the Data Act, which is already aimed at increasing data availability across industries, measures are currently being discussed within the European Commission to further specify the Data Act concerning the automotive industry and to facilitate third-party business models. A draft for such sector-specific regulation is expected to be presented by the European Commission in 2023. Since a possible sector-specific regulation (in-vehicle access to data, functions, and resources) is not yet available as a draft, the Association of the Automotive Industry (VDA) would like to provide fundamental recommendations for vehicle access to data, functions, and resources in the following.**

## 1 Access for third parties

To increase customer value, it is necessary for third parties to be able to offer services linked to the vehicle and, as a result, access to data, functions, and resources for third parties must also be enabled. However, a differentiated consideration is required regarding what type of data, functions, and resources within the vehicle should potentially be made available and who is allowed to access them, for example, to ensure vehicle safety and protect trade secrets. Access by third parties to data, functions, and resources in safety-critical areas of the vehicle, bypassing the vehicle manufacturer, should be rejected. Data intended for product development and improvement should be made available to suppliers as well as OEMs. This should be done on a non-discriminatory basis for the relevant identifiable suppliers (not just Tier-1), and User Consent (GDPR-compliant, based on B2B agreements) should be expanded for this purpose.

## 2 Categorization of data, functions and resources

Sector-specific regulation should provide clarity on which data, functions, and resources third parties are allowed to access and on which they are not. The necessary categorization of this data, functions, and resources should be based on the potential risk, likelihood of occurrence, and manageability.

# 3 Required safety and security during the access

Access to data, functions, and resources should be facilitated in accordance with the Extended Vehicle concept through the OEM backend or via a secured and validated on-board platform, as described in the VDA's ADAXO concept. This approach ensures the preservation of cybersecurity, safety, data protection, and vehicle integrity.

Any access by third parties to data, functions, and resources of the vehicle should follow the same testing, approval, and security processes defined by OEMs for themselves and selected partners. Non-interference with other vehicle functions must be guaranteed with every access by third parties. Within the intendedsector-specific regulation, caution should be exercised when formulating which functions and resources should be mandatory in a vehicle, as the added value of these functions and resources should justify their respective costs.

# 4 Joint definitions in the data ecosystem

Through a collaborative approach involving data requesters, data holders, and data service providers (the "Structured Forum"), the definition of cross-domain datasets with a standardized data format (syntax and semantics) that must be supplied by data holders should be developed. An example of such a standardized data format is COVESA VSS. The Structured Forum should also provide a recommendation for a common, cross-manufacturer minimum data set.

# 5 Consideration of further conditions

With all of the above points in place, it is still important to consider further specific characteristics of individual industry stakeholders. For example, in the commercial vehicle sector, there are already specific, standardized customer interfaces that differ significantly from those in passenger cars.

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The Association of the Automotive Industry (VDA) brings together more than 650 manufacturers and suppliers under one roof. Its members develop and produce passenger cars and commercial vehicles, software, trailers, bodies, buses, parts and accessories, as well as continually offer new mobility solutions. We represent the interests of the automotive industry and advocate for a modern, future-oriented, multimodal mobility on the path to climate neutrality. The VDA advocates for its members' interests with regard to politics, media, and various societal groups. We work towards electromobility, climate-neutral propulsion, the achievement of climate goals, resource security, digitalization, and connectivity, as well as German engineering. In doing so, we strive for a competitive economic and innovation hub. Our industry secures prosperity in Germany, with over 780,000 people directly employed in the German automotive industry. The VDA is the organizer of the largest international mobility platform, IAA MOBILITY, and IAA TRANSPORTATION, the world's most important platform for the future of the commercial vehicle industry.

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