Gerd Preuss, FIA Representative at UNECE, WP 29

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

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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
• 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]
ITS-AD

- “2.4 Security
  The protection of connected vehicles and vehicles with ADT requires verifiable security measures according to 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.
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
Thank you for your attention