MINISTRY OF TRANSPORT AND COMMUNICATIONS

Data Department

30 March 2020

The 2nd preparatory meeting of HLM CAD Helsinki on 17th March 2020
Online meeting

Enhanced Data Sharing

Morning session: Data needed by connected and automated vehicles and data protection

Automated driving is based on the use of data; How do we make it happen?

Kirsi Miettinen (Ministry of Transport and Communications, Finland), presented the topic (Please see attachment no 1), focussing on
  - De-centralized data sharing ecosystems
  - Static and dynamic data needed by road transport automation
  - Other data usage in transport automation

Cases: NordicWay and C-Roads
Ilkka Kotilainen (Project Manager, Finnish Transport and Communications Agency Traficom), see attachement no 2.

Discussion:
  - Need for exchange of lessons learned between iniatiatives such as Data Task Force, C-Roads, NordicWay as well as other pilots in Europe
  - Ongoing projects in different countries: for instance Data Task Force, using Safety Related Traffic Information vehicle data across industry and authorities for traffic managament, procurement for road network maintenance,
  - Data quality: Is data of poorer quality sometimes enough (Especially when compared to not having any data)? There are different needs. We need to agree on the parametres and the needed data quality.

Balancing between the need for enhanced data sharing and the data protection
Per Tuvall (Data Protection Officer, Swedish Transport Administration) gave a presentation (see attachment no 2) after which Kirsi Miettinen presented Finnish thougts on the matter (see attachement no 1).

Discussion:
  - Is the EDPB definition of personal data too wide? Is there any other way to interpret GDPR?
  - GDPR allows for processing of personal data when there is a legal basis for it. E.g. public interest can provide the legal basis.
  - Consent not a very useful basis for wide use of vehicle data.
  - Processing of vehicle data for the needs of connected and automated vehicles may need further legislation/regulation. Useful to proceed with per service evaluation.
  - Per's idea to develop a strategy for the processing of PII raised posivite interest.
  - KPIs: We need to develop KPIs
  - What vocabulary to use – autonoumus driving or something else (UNECE WP.29 advocates to use automated not autonomous).

- Discussion was also linked to the previous meeting in Schiphol on 6th February, e.g. accountability questions, and the Commission Expert Group on ethical issues raised by connected and automated driving
- The Commission is gathering information on real time traffic information regulation; the first survey is coming out soon. The European Data Strategy published on 19th February also sheds light on the upcoming actions linked to e.g. ITS directive, NAPs, mobility data space, data sharing
- The roles of public sector and private sector; private sector has a key role in making transport automation happen but public sector has the tasks of controlling and setting the possible legislation. Close cooperation is needed. In many countries e.g. road maintenance is done by private sector. We need an overview vision of the mobility sector.

Afternoon session: Data Task Force and data sharing

Status report from the Data Task Force (DTF)
Erik Vrijens (Coordinator European Policy CAD, Ministry of Infrastructure and Water management, the Netherlands) presented the status report and possible next steps; see attachment no 4.

Industry perspective
Joost Vantomme (Smart Mobility Director, ACEA) shared the perspectives from vehicle manufacturers; see attachment no 5.

The European Commission perspective
Edoardo Felici, DG MOVE, briefed the participants about the topical activities at DG Move and the CCAM platform. One key question is how to build a working ecosystem. The delegated acts under ITS directive need revision as vehicle data and technology have developed

Discussion:
- Several participants expressed support for the continuation of the DTF work. Useful to take a look at the mandate, but more on per service/specific data basis, and not to adopt a very wide (and at the same time ambiguous) perspective
- Not all countries have had the resources to work on the Proof of Concept cooperation but they support the work
- The outcomes of DTF (coming out by early summer) are important for the future work
- Different fora and cooperation platforms need to complement each other.
- The cooperation has increased trust in OEM data sharing and between the participants. DTF has provided a forum for fundamental and open discussion.
- Data Task Force: data sharing priorization before standardisation

Closing remarks and next steps

The 3rd preparatory meeting was scheduled to be organised in conjuction with the TRA2020 Conference in Helsinki. As TRA2020 has been cancelled due to the Covid-19 situation, there will be some changes. The 3rd preparatory meeting could be arranged virtually. The slot for the meeting remains same for the moment: **Monday 27th April 2020 - please save the date.** Theme: Regulation of transport automation.

Following meetings, locations and meeting type tbc:
- 11.6.2020: 4th preparatory meeting (originally Schiphol). Theme: 1st draft of the outcome of the HLM CAD
- 10.9.2020: 5th preparatory meeting (originally Schiphol). Theme: 2nd draft of the outcome of the HLM CAD
- 6.-7.10.2020: Ministerial HLM CAD in Helsinki