Day 2

Plenary session:"Which policy and regulatory EU frameworks for connected and automated driving"

CONNECTED POLICY FRAMEWORKS DRIVING CAD FORWARD

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Agenda

- A new ecosystem
- A new gear in regulation ?
- Our priorities

A new ecosystem

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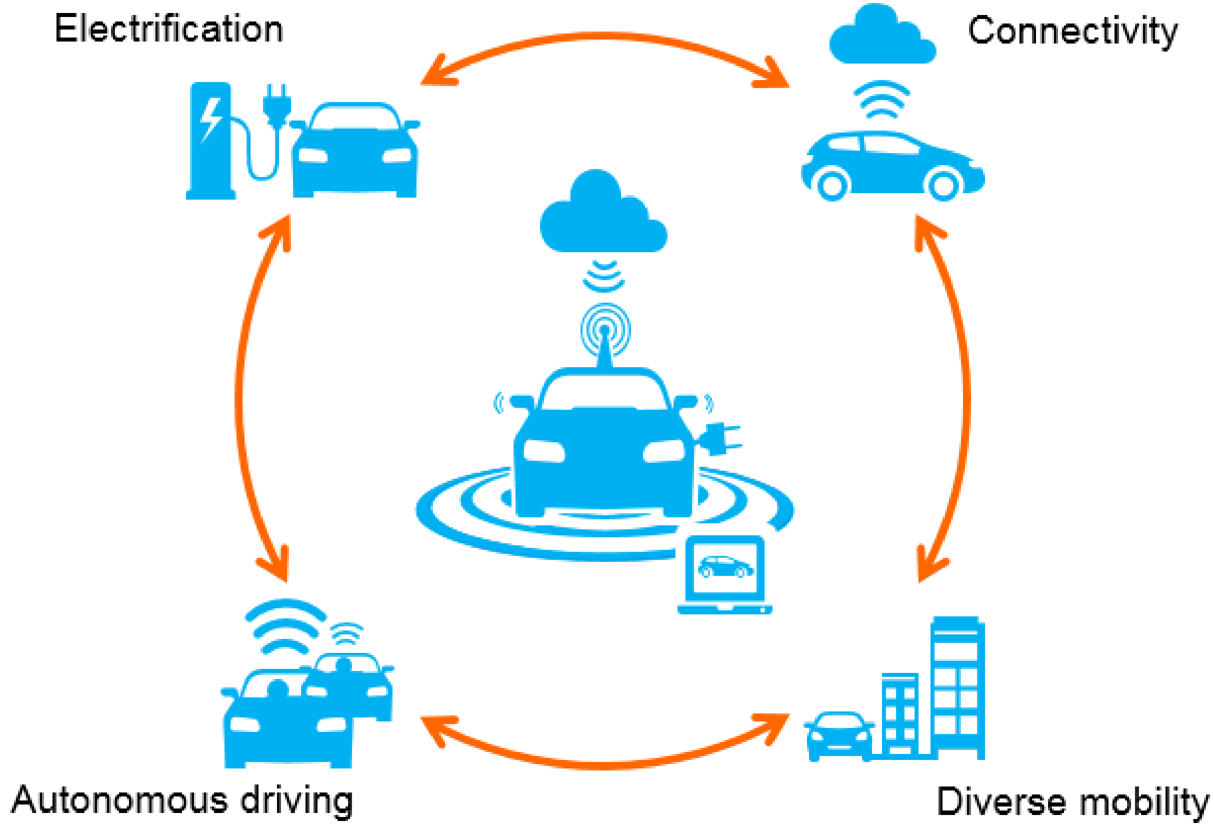
4 disruptive technology-drive trends



Changing business models

Tech players

- **Manufacturers : from producers of vehicles to providers of integrated mobility solutions**

Mobility and logistics players

- **Our industry : new alliances with non-automotive partners in the telecom and IT sectors**

  Example : EATA (European Automotive and Telecom Alliance)

Infra players

- **Not only competition from other world economies, but also from non-traditional players such as the ICT sector**

A new gear in regulation ?

Role of regulation

- Create level playing field/harmonisation where needed
- Foster innovation while safeguarding security, liability and vehicle integrity
- Enable a stable regulatory corridor -> legal certainty and investment/investor predictability
- Guarantee an adequate level of safety while preserving flexibility of highly innovative technology
- Intervention (only) where market forces fail

Which policy gear to take : vertical approach

Vehicle	Physical infra	Digital infra
• Type approval • Software updates • Data/access • Security and safety • Permissible tasks/safety in L3, L4 and L5	• A new lay-out • Testing on open roads • Road safety • Dialogue with OEMs	• Technology mix • ITS G5, LTE-V, 5G, other • Low latency • Ubiquity • Guaranteed quality of service

Which policy gear to take : horizontal approach

Data

- Flow of data
- Public consultation on data economy
- eCall Regulation-> interoperable platform
- Type Approval draft Regulation
- ePrivacy draft Regulation

Technology

- New regulatory framework on telco
- 5G Gigabit society action plan
- Cyber security: quid in-vehicle and from/to vehicle ?
- Spectrum policy
- Liability rules

International

- UN-ECE : Vienna & Geneva conventions +R79 on ACSF
- Cyber
- Dialogue & harmonisation or mutual recognition

Our priorities

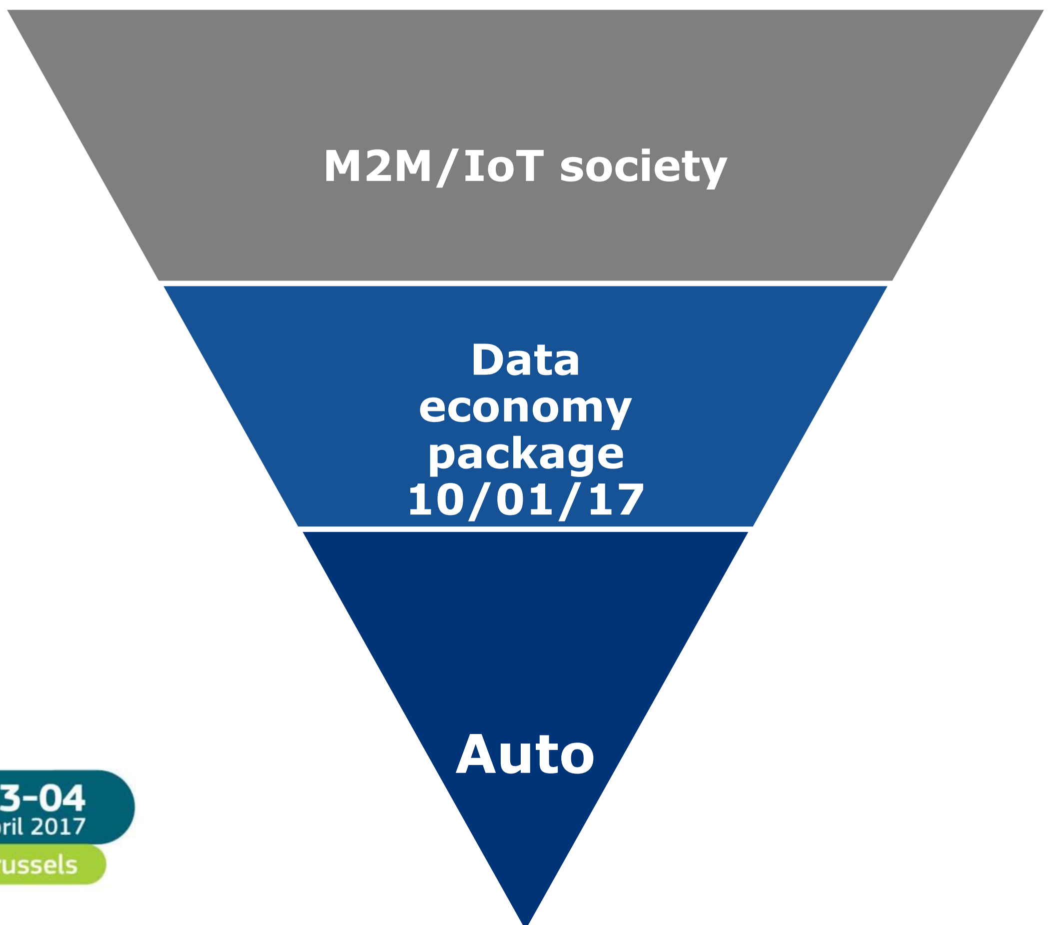
Priorities

1. It is more than about products and manufacturing

- **Service industry : mobility services as an example**
- **Hardware, firmware, software, new business interactions with new players : new eco-system for policy frameworks**
- **Impact on type approval system, assignment of liability, cyber risks**

Priorities

2. Access to vehicle data : need for a proportionate approach



- Unregulated
- Dialogue
- Across industries

- Regulated
- eCall, TA/RMI

Priorities

2. Access to vehicle data : consumer trust and confidence

- Key parameter in the Digital Single Market Strategy
- Safety, security and vehicle integrity are key priorities for OEMs
- Need to demystify: different data categories and usage

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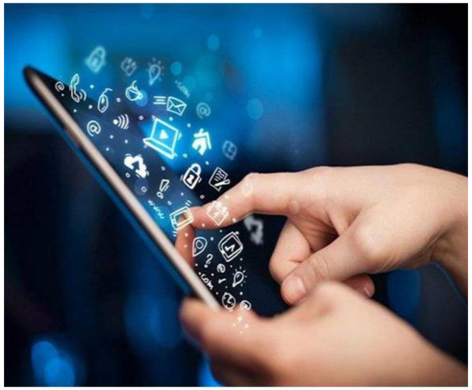

Priorities

3. Facilitate higher levels of automated driving

- **Secure a global legal framework -> UN (-ECE)**
- **EATA as enabling industry alliance and platform**

Priorities

4. Ensure a continued and synced cooperation

- **Across European Commission DGs**
- **Across Member States**
- **Across industries**
- **Across continents and member countries in United Nations**

Synchronisation and dialogue

European Commission

- EU strategy for CAD
  Round Table dialogue
  GEAR 2030
- C-ITS platform phase 2
- R&I actions/funding
- Close cooperation in UN-ECE

Member States

- Amsterdam & Rome : cont'd Informal High Level Dialogue
- Remove legal barriers for testing
- Facilitate cross-border corridors
- Close cooperation in UN-ECE

Industry

- EATA
- Pilots/ (pre) deployment
- Requirements for the physical and digital highways
- Close cooperation in UN-ECE

Thank you

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BACK UP

More information on CAD

- **Overview all ACEA positions and statements on CAD:** http://www.acea.be/industry-topics/tag/category/connected-and-automated-driving

- **Position paper on access to vehicle data for third party services:** http://www.acea.be/publications/article/position-paper-access-to-vehicle-data-for-third-party-services

What can consumers expect ?

Improved road safety
- Reductions in accidents feasible with self-driving vehicles

Freed up space
- Need for parking space in the city can be reduced by up to 60%

Access to mobility
- Elderly, children and people with disabilities can make use of new end-to-end mobility options

Mobility as a service
- OEMs part of the shared economy
- Combi-mobility with technology as enabler

Increased traffic efficiency
- Congestion can be reduced by 70% due to smoother traffic and fewer cars on the road

Productivity boost
- Over 1.2 billion hours of pure driving time savings over 10 years possible
- Less waiting time

Cheaper car insurance
- Car insurance premiums are set to plummet as automated vehicles become more widespread

Decrease in pollution
- Better fuel efficiency

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Facts and figures

- 12.2 million direct and indirect jobs
- €44.7 billion in R&D spending, largest private investor
- €100.4 billion positive net trade contribution
- €401.5 billion in tax revenues (EU15)