

Data sharing For Road Safety



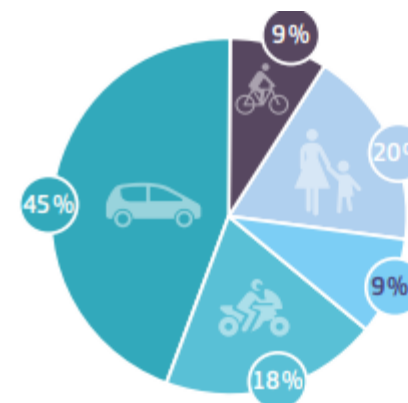
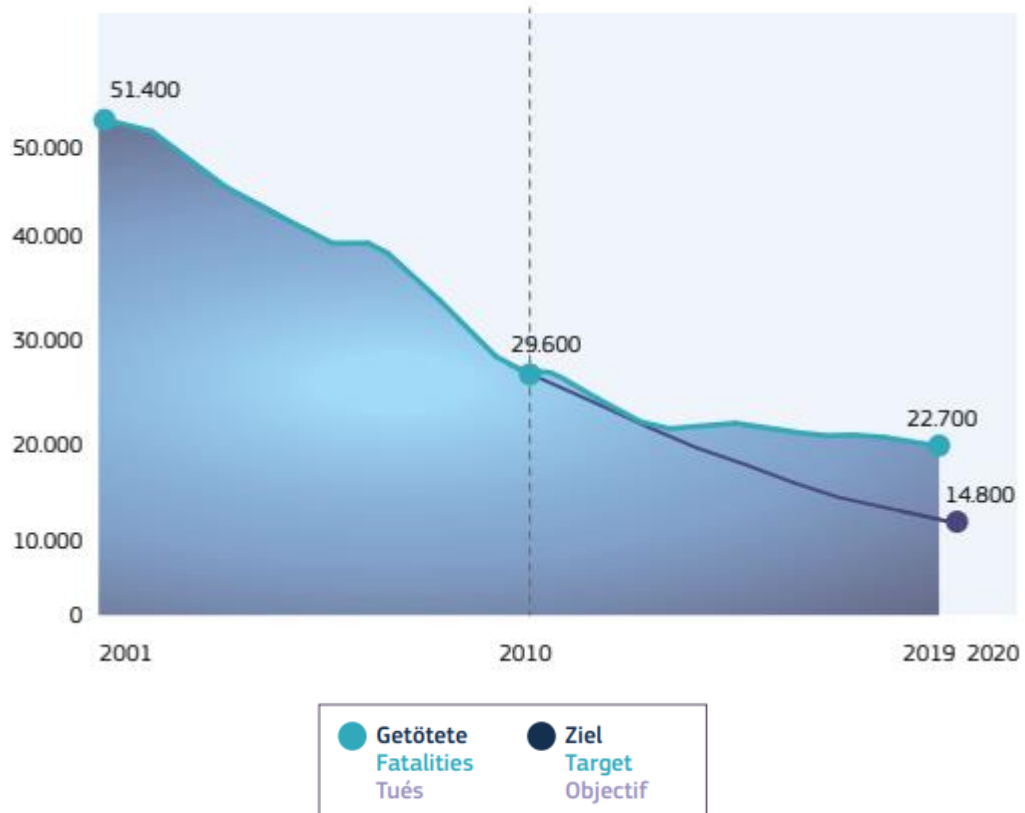
Joost Vantomme,
Chair General Assembly DFRS
Smart Mobility director ACEA

29 June 2021

Workshop hosted by the Ministry of Transport and Communications
Helsinki, Finland

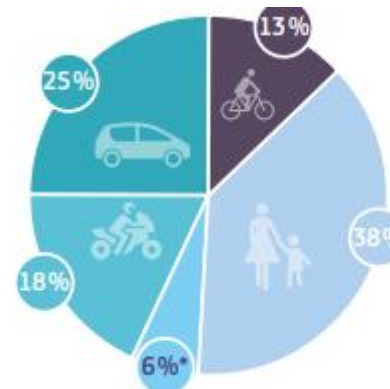


ROAD FATALITIES IN THE EU



Alle Straßen
All roads
Tous réseaux

*Andere
*Others
*Autres



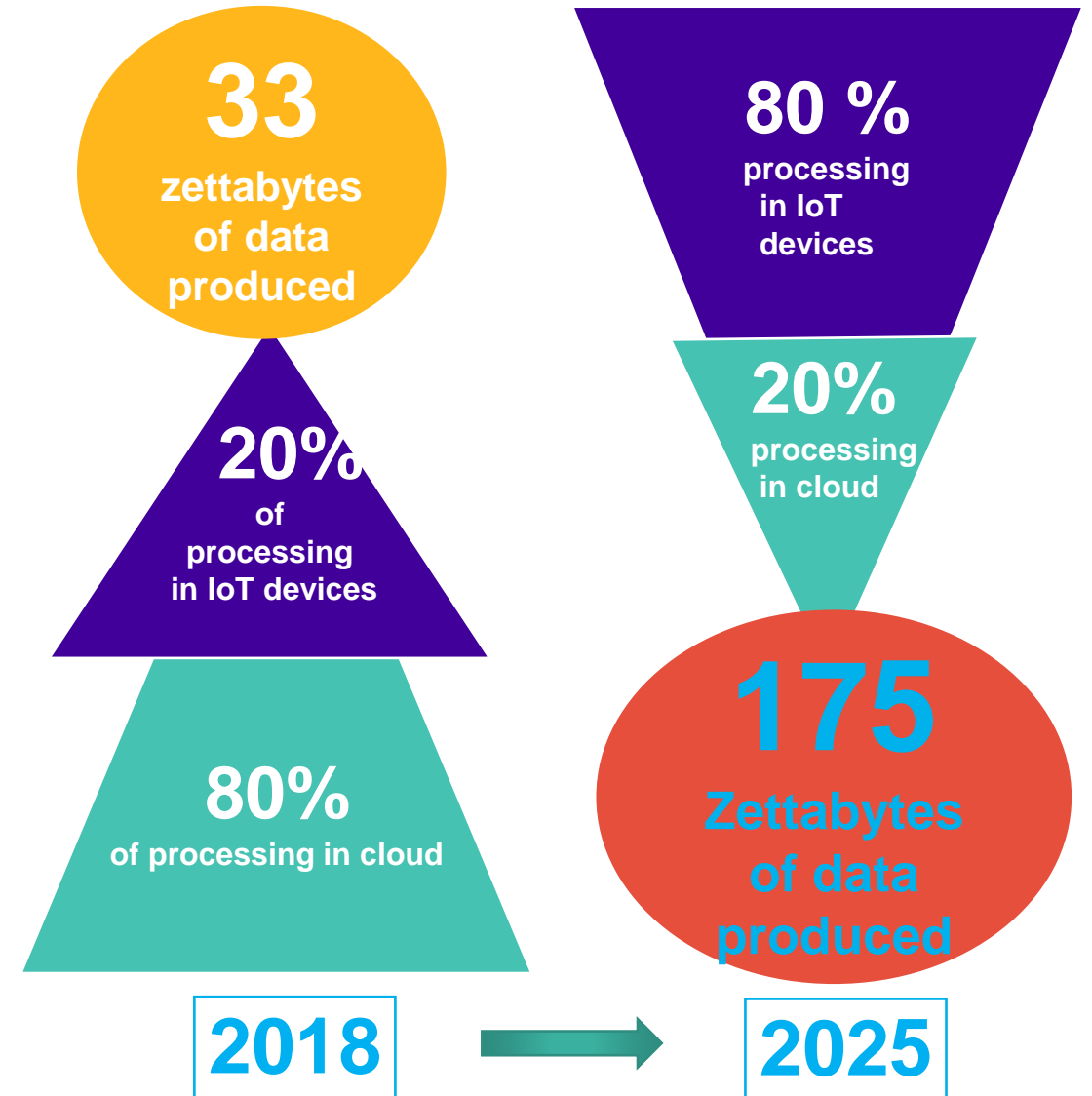
In Ballungsgebieten
Urban areas
En agglomération

*Andere
*Others
*Autres

Source: [European Commission, DG MOVE \(2020\)](#)
Data refers to 2018

DATA ECONOMY OPPORTUNITIES

- Data can transform all sectors of the economy and is crucial for AI
- Personal and non-personal data can be a source of innovation for new products and services
- Data can contribute to tackle societal challenges such as climate change, health, mobility, etc.
- Data can make our lives and work easier and better



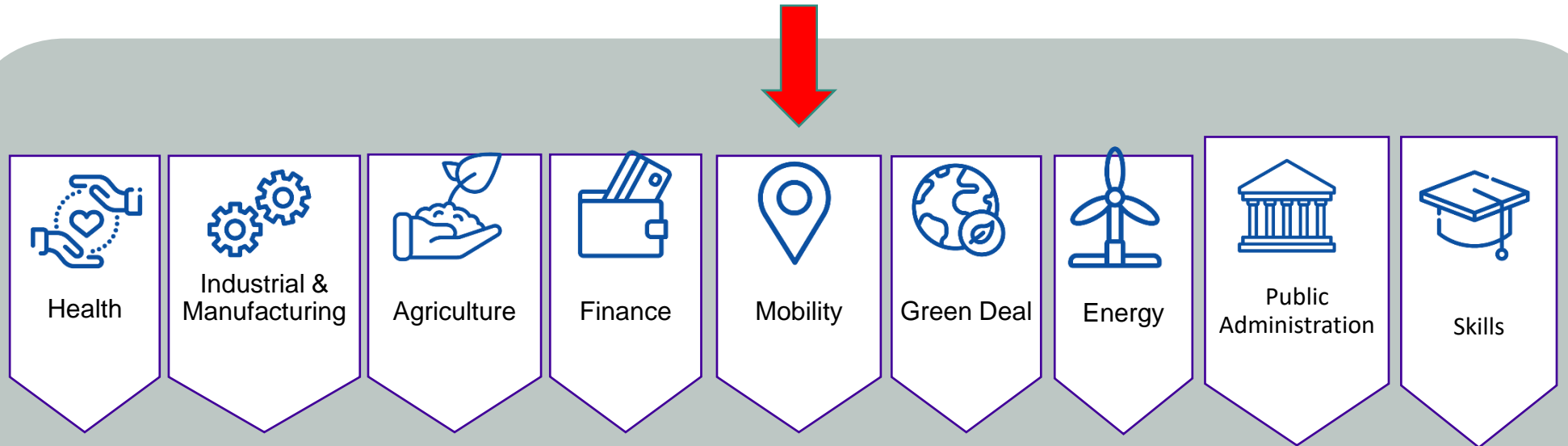
COMMON EUROPEAN DATA SPACES

Rich pool of data
(varying degree of
accessibility)

Free flow of data
across sectors and
countries

Full respect of
GDPR (data
protection &
privacy)

Horizontal
framework for data
governance and
data access



- Technical tools for data pooling/sharing
- Sectoral Data Governance (contracts, licenses, access, use/reuse rights)

- Standards & interoperability
- IT capacity, including cloud storage, processing and services

B2G DATA SHARING



- Commission High level Expert Group
- 23 experts
- November 2018-December 2019
- Recommendations for B2G data sharing principles
- Basis for inspiration -> European Data Act
- Background: <https://digital-strategy.ec.europa.eu/en/news/commission-appoints-expert-group-business-government-data-sharing>
- Full report: https://ec.europa.eu/newsroom/dae/document.cfm?doc_id=64954 (SRTI data sharing on page 63)



ESTABLISHED BY THE EUROPEAN TRANSPORT MINISTERS



Timeline

FEB 2017	MAY 2017	SEP 2017	JUN 2018	JUN 2019	OCT 2020
1st High Level Meeting Amsterdam: official Launch Data Task Force	1st Data Task Force meeting	2nd High Level Meeting Frankfurt	3rd High Level Meeting Gothenburg	Launch of Data Task Force Proof of Concept & MoU signed	Launch of SRTI Ecosystem & Multi Party Agreement signed

- **Dedicated website:** <https://www.dataforroadsafety.eu/>
- **Instructive video:** https://www.youtube.com/watch?v=f7ZdUeJw_BA&feature=youtu.be
- **ACEA as Chair of the General Assembly since October 2020** (hand over from the Dutch Ministry of Infrastructure)

WHY A ROAD SAFETY DATA ECOSYSTEM



Main ingredients of the policy context:

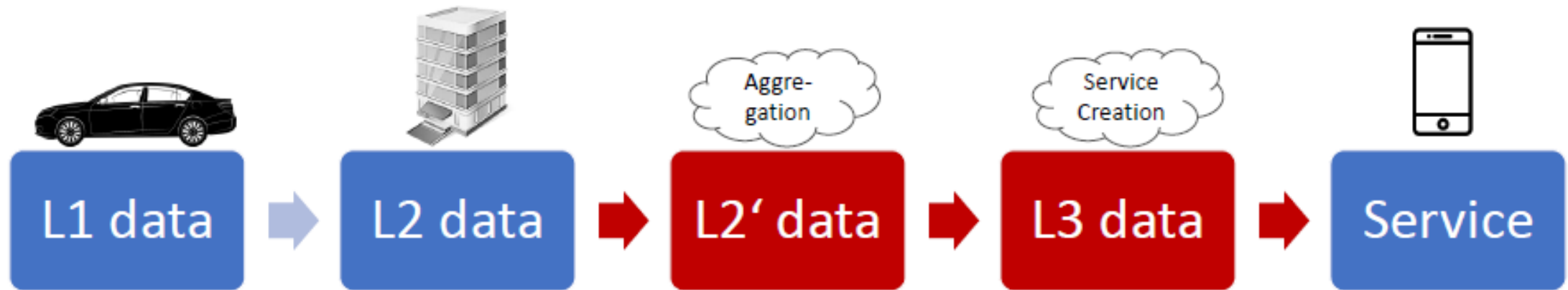
- Digitalisation at the heart of Intelligent Transport Systems' development
- ITS Directive: supporting access to data since 2010
- Delegated Regulation 886/2013: advancing safety related traffic information
- European strategy for data: fostering data sharing and creating a common mobility data space
- European Green Deal: emission reduction and user centric transportation
- Vision Zero: reduce road casualties

POLICY BACKGROUND

- **Basis : European Commission delegated Regulation of 15 May 2013 on sharing of safety related traffic information (delegated act under ITS directive)**
- **Principle: information on 8 events free of charge to end-users (drivers)**
 - Unprotected accident area
 - Animal, people, obstacles, debris on the road
 - Temporary slippery road
 - Reduced visibility
 - Exceptional weather conditions
 - Short-term road works
 - Wrong-way driver
 - Unmanaged blockage of a road
- **Cooperative approach : no free riders in the system**



TYPES OF DATA AND ROLES

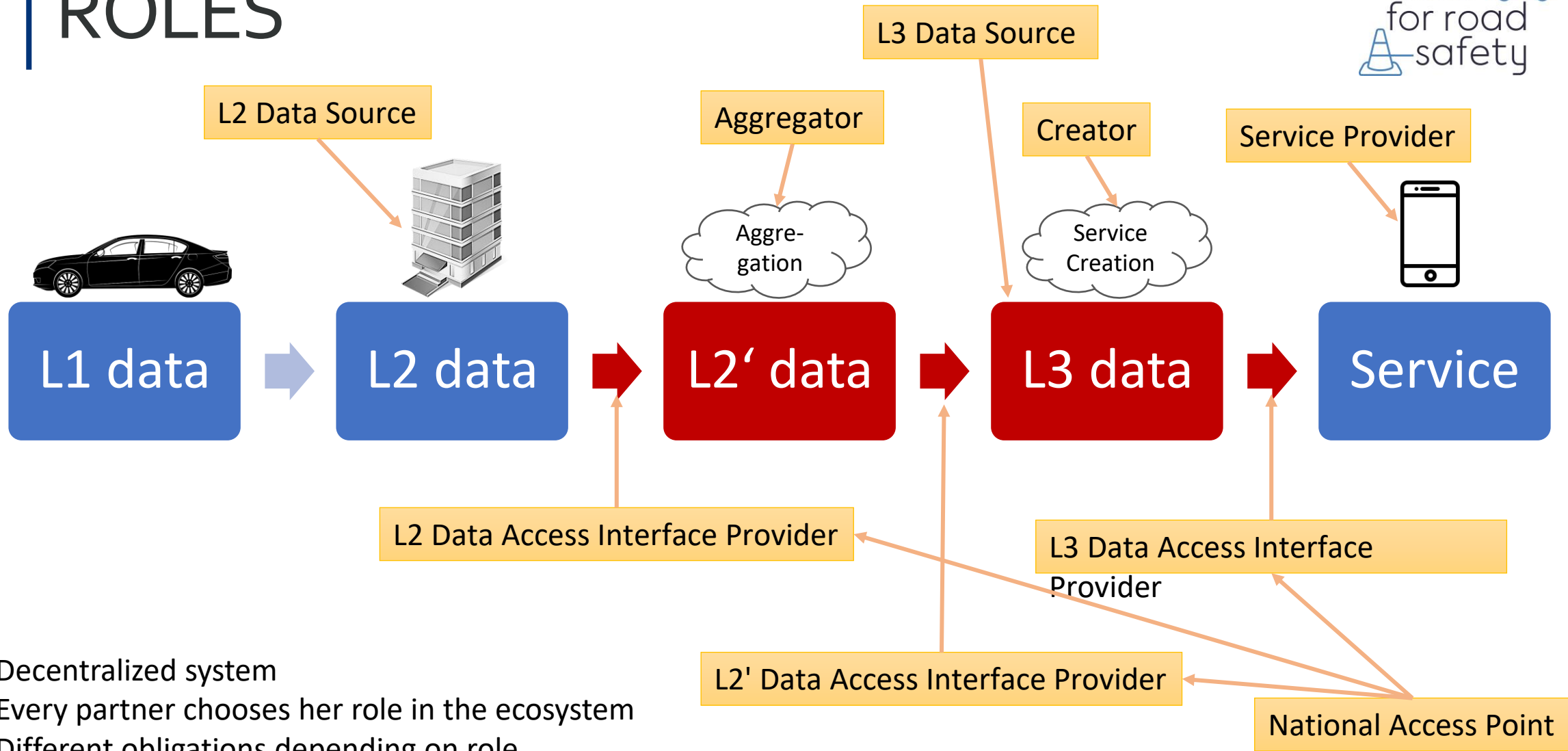


- Raw sensor data
- Doesn't leave vehicle

- Mass data from individual vehicles
- Various data types depending on OEM/fleet:
 - Accident / Broken Down Vehicle / Vehicle In Difficulty
 - ABS / Dangerous Slow Down
 - ESP Actuation / Traction Control / Traction Loss / Hydroplaning / Slippery Road
 - Reduced Visibility / Rear Fog Light Activation / Windshield Wiper Operation

- Intelligently clustered & combined
- (Possibly) validated with other data
- SRTI warning message suitable to warn drivers
- Eight SRTI categories defined in Delegated Regulation 886/2013
- Inform end users via various services and channels

ROLES

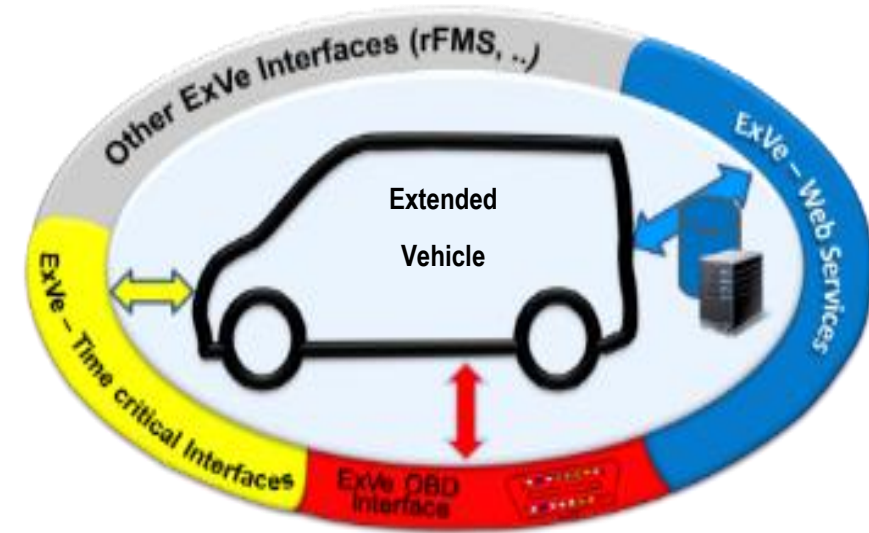


- Decentralized system
- Every partner chooses her role in the ecosystem
- Different obligations depending on role

ACCESS TO IN-VEHICLE DATA

WHAT IS AT STAKE

1. Vehicle manufacturers invest heavily in data
2. A vehicle is not a smartphone on wheels
3. A vehicle is not a data platform
4. Vehicles are there to move people and goods
5. Safe and (cyber) secure access is paramount
6. Fair balance between customer choice, competition and safety/security
7. The data sharing model for OEMs is based on the ISO 20077-1 & 20078 standard on the Extended Vehicle
8. Read all details on www.acea.auto + www.cardatafacts.eu



MULTI PARTY AGREEMENT



- **Signed by all partners, 1 November 2020**
- **Elements:**
 - Roles and responsibilities of each Party
 - Reciprocity and free of charge principle
 - Minimum data elements
 - Data protection/privacy
 - Use and reuse
 - IPR
 - Compliance
 - Governance/role of General Assembly
 - Miscellaneous
 - 2 technical annexes
- **Link:** https://www.dataforroadsafety.eu/images/Documenten/Multi_Party_Agreement_-_SRTI_Ecosystem_-_Data_for_Road_Safety_final_bundled_PDF_signed_version.pdf

PARTNERS TODAY AND NEW PARTNERS JOINING SOON



CONTACT



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