EATA

European Automotive and Telecoms Alliance

Public policy guide to connected and automated driving in Europe

▣ Overview

Since its launch in 2014 on the initiative of the European Commission, the European Automotive and Telecommunications Alliance (EATA) has developed into a platform for exchange of information between the two sectors, as well as a forum for cooperation on deployment projects related to cooperative, connected and automated mobility (CCAM) and more largely mobility. EATA's Regulation Working Group gathers policy experts from both sectors and is a unique forum to discuss policy initiatives that are common to both sectors.

While our internal work in EATA has developed, we see an increased interest and focus from political actors such as the European institutions. The Commission followed up its Strategy on Intelligent Cooperative Transport Systems from 2016 with a new strategy in May 2018 focused on automated mobility. New impetus has been given to the digital economy by the European Compass for digital deployment, the updated European Industrial Strategy and the various initiatives in the field of data sharing and data economy.

This paper outlines the public policy strategies guiding our alliance, and the focus of our advocacy work.

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The European Context

From the very outset of the Von der Leyen Commission (2019-2025), the President has indicated a number of guiding priorities for the European Union: a European Green Deal, an economy that works for people, and a Europe fit for the digital age. In response to the COVID-19 pandemic, the Commission reiterated its focus on these broad policy areas, indicating that the recovery from the ensuing economic crisis must also be an opportunity to build a European economy and society that is both green and digital.

SMART AND SUSTAINABLE MOBILITY STRATEGY

The Commission's 'Sustainable and Smart Mobility Strategy' lays the foundation of how the European transport system can become greener and harness the potential of digital technologies. Connected and automated mobility is captured in a dedicated "Flagship" with solutions to achieve the environmental objectives of the Commission as set out in the European Green Deal. In addition to the environmental aspects, connected and automated driving is a key element in achieving seamless, smart and safe mobility.

ARTIFICIAL INTELLIGENCE

The Commission's proposed Regulation on Artificial Intelligence (AI) sets out a risk-based European regulatory approach, including new mandatory requirements for 'high-risk' AI applications with a link to safety systems in automated transport systems. It takes account of the sectorial automotive rules for safety, ensuring coherence between the legal acts and simplification for economic operators (such as OEMs and the supplier value chain).

📄 REVIEW OF THE ITS DIRECTIVE

ITS are transport systems that use information and communication technologies, and include journey planners, travel information services, intelligent traffic lights, real-time traffic information, traffic management as well as vehicle safety applications such as the automatic 112 call and advanced cruise control. They are used in all transport modes and for interaction between them.

The aim of the ITS Directive was to speed up and better coordinate ITS deployment in order to improve the functioning of road transport and its interfaces with other transport modes. This, in turn, was to reduce the air polluting and CO2 emissions from road transport, relieve congestion and improve road safety.

The ITS Directive set a legal framework for a coordinated deployment of ITS in the EU. Based on the Directive, the Commission has introduced legally binding specifications for interoperability and continuity through delegated acts, as well as developed some necessary standards. Further, the Commission has adopted guidelines and other non-binding measures.

In the 'Sustainable and Smart Mobility Strategy' (2020) the Commission confirmed the indicative timing (2021) for a legislative initiative based on an impact assessment. The action plan accompanying the Strategy also mentions other initiatives related to the ITS directive: first, the Commission wants to develop a common European mobility data space and establish a stronger coordination mechanism for the national access points established under the ITS Directive; second, it intends to adapt the eCall legal framework to new telecommunication technologies. And finally, it plans to revise some of the delegated regulations adopted under ITS directive: Delegated Regulation 2015/962 on real time traffic information services (to extend geographical coverage and datasets) and the Delegated Regulation 2017/1926 on multimodal travel information services (to include mandatory accessibility of new dynamic datasets).

✍ DIGITAL COMPASS STRATEGY

The Digital Compass strategy sets out policy objectives and actions to guide Europe's digital transformation between now and 2030. The four cardinal points of the compass are: skills, government, infrastructures and business. Under infrastructures, the Commission aims to see gigabit connectivity for everyone and 5G everywhere; 10,000 climate neutral highly secure edge nodes; and advancements in quantum computing. With respect to business, the EC wishes to see 75% of EU companies using cloud / AI / Big Data. This is to be supported by improved digital skills across European economy and society. To reach the objectives, multi-country projects, based on the Recovery and Resilience Facility and other EU funds, will be established, and will in particular aim to identify gaps in critical capacities of the EU.

🔒 CYBERSECURITY STRATEGY

The Cybersecurity Act strengthens the EU Agency for cybersecurity (ENISA) and establishes a cybersecurity certification framework for products and services. Vehicle cybersecurity is captured by 2 UN-ECE Regulations (R155 and R156) that will be soon in implementing phase in Europe. Furthermore, in its proposal to revise the Directive on Security of Network and Information Systems (NIS 2 Directive), the Commission expands the scope of the current Directive by adding new sectors based on their criticality for the economy and society, and by introducing a clear size cap – meaning that all medium and large companies in selected sectors will be included in the scope. The proposal strengthens security requirements for the companies, by imposing a risk management approach providing a minimum list of basic security elements that have to be applied, and introduces more precise provisions on the process for incident reporting, content of the reports and timelines.

📊 DATA ECONOMY AND DATA SHARING

The smart use of data can have a transformative effect on all sectors of the economy and can create new opportunities for economic growth. The European strategy for data aims to create a single market for data that will support both Europe's global competitiveness and its data sovereignty. Data access and data sharing B2B, B2G and B2C in the automotive sector is a reality. The Commission announced policy measures to foster data sharing. Our Regulatory WG follows the various initiatives such as the Data Governance Act, the Digital Market and Services Acts, the data sharing in the framework of the ITS directive and the announced horizontal Data Act and the automotive sector specific vehicle data act.

EATA's focus on regulatory policy

The regulatory framework for CCAM has become increasingly complex. While automotive and telecoms traditionally had sector-specific regulation, digitisation has unlocked new potential for both sectors but also blurred the regulatory, vertical separation.

The core principle for the work in the Regulation WG of EATA has been to focus on regulatory initiatives or decision practices common to both sectors to the extent such initiatives or practices hinder or make CCAM more cumbersome. The action from the members is structured around a well-established process:

- Review the regulatory landscape on each regulatory initiative
- Understand the implications of a regulatory initiative for each of the sectors
- Assess whether it is possible to develop a common position and advocacy

The specific policy areas of focus for EATA's Regulation Working Group going forward will be based on the following:

Data Economy

Data Protection and Privacy

Cybersecurity

Telecoms and Spectrum Regulation

About us

The European Automotive and Telecoms Alliance (EATA) was created in 2016 following an initiative by Commissioner Günther Oettinger. It has become a unique forum for cooperation between Europe's automotive and telecoms sectors, to jointly explore how to best accelerate the deployment of connected and automated mobility (CAM) in Europe.

EATA currently counts 28 member companies from across the automotive and telecom sectors in Europe, and is on a daily basis run by six associations (ACEA, CLEPA, ECTA, ETNO, GSA and GSMA) who represent these companies. The Alliance has since developed into an important political platform in Europe, discussing regulatory issues on the introduction of connected and automated driving (CAD), boosting cross-border cooperation and coordination as well as on-the-ground testing of the upcoming technologies which will revolutionise Europe's road transport. EATA has focused on a number of European legislative priorities, organised a string of High-Level Roundtables and also started a pre-deployment project for connected vehicles.

Organisations

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