



‘Access to Data & Resources’

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State of Play & Recent Developments

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AFCAR contribution to Section II



AFCAR – Alliance for the Freedom of Car Repair in Europe

Garage & Test Equipment Manufacturers



Dealers & Repairers



Leasing & Rental Companies



Mobility Clubs



Parts Distributors



ADPA
AIRC
CECRA
EGEA
FIA
FIGIEFA
LEASEUROPE

European Independent Data Publishers Association
International Association of Body Repairers
European Council for Motor Trades and Repairs
European Garage Equipment Association
Fédération Internationale de l'Automobile, Region I
European Federation of Automotive Aftermarket Distributors
European Leasing and Rentals Industry



Body Repairers



Data Publishers



State of Play & Recent developments – Current capabilities



Ex-Ve - No Significant Progress

- Inconsistent data set
- Data scope & quality insufficient
- Pricing/ Pricing models do not fit
- Structural complexity of consent management
- Lack of write access
- No access to HMI



OBD – Increasingly Restricted

- Proprietary (cyber)security implementations restricting OBD Port
- High need for update for technical progress



**Going backwards in
real terms**



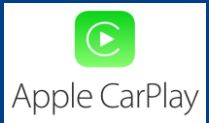
**Legislation
mandating specific
access rights required
urgently**

State of Play & Recent developments – Emerging opportunities



Projected Mode Solutions

- Provide Access to HMI, but no templates for ISP use cases
- Connectivity via phone, but no direct access to data
- De-facto standards supporting cross platform deployments



Emergence of App Platforms

- Provide access to HMI, compute resources & connectivity
- Currently access to limited set of data
- Deployments by many VMs to provide cross platform scalability



Software-defined Vehicles

- Leading to High Power Computers & Services based architecture
- Facilitates deep access through webservices
- Ability to support secure application environments



**Enabling safe
& secure,
real-time, in-
vehicle
access to
data,
functions &
resources**

State of Play – Problems addressed & outstanding issues

Data Act provisions welcome, but are insufficient to address structural problems.

Sector-specific legislation with clear legal & technical requirements needed

- Mandating specific access rights to vehicle data, functions & resources
- With clear implementation timelines



Our core technical requirements:

- Real-time in-vehicle access to the full extent of data/functions technically available on vehicle networks;
- Minimum Standardised Data set at all available integration points;
- Transparency list of available data/ functions;
- Access to vehicle resources, including the HMI for safe communication with driver;
- Ability to process data in the vehicle;
- Access to connectivity over vehicle lifetime;
- Realisation of Separation of Duties principle.



Would be realised by the S-OTP, a technology neutral operating model, leveraging existing vehicle resources to deliver access

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Would be realised by the S-OTP (OBAP), a technology neutral operating model, leveraging existing vehicle resources to deliver comprehensive access to data, functions & resources



Many thanks
for your attention!

