DEPARTMENT OF TRANSPORTATION

Governor's Advisory Council on Connected & Automated Vehicles
Subcommittee on Cyber Security and Data Privacy

Agenda

Friday, August 31, 2018 8:00 – 10:00 AM at MnDOT TECC Center
MnDOT Central Office, 395 John Ireland Boulevard, St. Paul, MN 55155

Join Skype Meeting

Subcommittee Goal: *The goal for the Cyber Security and Data Privacy Subcommittees is to formulate and recommend to the advisory committee key considerations for Minnesota statutes, rules, and policies related to connected and autonomous vehicles' date storage, security, use and privacy.*

1. Welcome and Introduction

2. Summary of Last Meeting's Discussion Topics and Tentative Recommendations

(Subcommittee Liaisons: Aaron Call, Damien Riehl, Josh Root)

- Data Privacy
- Driver/Infrastructure – Advancement of Research
- Innovation
- Data and Records
- What is the Role of Block Chain
- Public/Private Data
- Communication
- Other

3. Discussion: Other Topics the Subcommittee Would Like to Address

4. Recommendations to the Advisory Council

- Is the subcommittee ready to present to the Advisory Council on September 18?
- Summarize recommendations or schedule another meeting, other next steps

5. Closing

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Tentative Recommendations from August 17, 2018 Meeting

- Definitions
    - Recommend making a distinction between "operator" and "driver" in state statutes
- Security & Validating AV Data
    - Need a way to identify if/when the automated system is in use (e.g. using a light or basic safety messages)
    - Need to use SOC/ISO/NIST 853 framework to demonstrate compliance with cyber security laws
    - Need to create levels of trust validations; E.g. State of MN data is highly-trusted but anonymous user who submits for the first time has lower level of trust that requires higher validation/authentication
    - Need to design security at beginning of programming (security by design) to reduce costs and schedule
    - Need security certificates for basic safety messages (BSMs)
- Collecting Data
    - Need to establish ways to collect new data to advance data and create data sets while protecting PII
- Sharing Data & Standardization
    - Need to standardize infrastructure and automation technology
    - Need to anonymize metadata in a manner that still allows data to be useful
- Collision & Incident Reporting & Liability
    - Need to address liability for state-owned infrastructure communications
    - Need to establish liability for automated vehicle manufacturer when vehicle does not communicate with infrastructure correctly
    - Need to establish when state's responsibility for protecting data begins (e.g. when it comes into agency systems
    - Need to establish safe harbor for liability concerns when sharing data
    - Need to establish how long accident/collision data must be maintained (whether on board or externally), e.g. "black box" information
- Partnerships, Education & Engagement
    - Need to find plain language to explain to public and legislators whether data is accurate and true
    - Minnesota needs to pursue public/private partnerships to learn from and protect data.

Questions

- What is the optimal balance between business innovation and protection of proprietary information?
- What is the balance of user privacy and CAV technology benefits?
  - What policies or rules will help strike these balances?
- What happens to the large amounts of data created using this technology?
  - Recommended policy for storage of data
  - Recommended policy to ensure private user data remains private
  - Appropriate use of data (non-commercial)
  - Other
- Does block chain offer ways to protect data and ensure accuracy?
- What is the state's role in providing data (e.g. GPS RTK data) to private companies?
- Could the state test AV sensors in real-time to determine efficacy and evaluate with a numerical score? Should AVs have to go to the DOT to ask permission to drive after validation?

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