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## Terms of Reference and the Rules of Procedure of the UN Task Force on Cyber Security and OTA issues

### A. Terms of Reference

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1. The Task Force is established as a subgroup of the Informal Working Group on Intelligent Transport Systems / Automated Driving (IWG on ITS/AD) of WP.29.

2. Members of the group shall have the relevant technical or regulatory expertise to contribute to the delivery of its task.

23. The Task Force shall:

- Address Cyber Security issues, relevant for the automotive industry. This shall include: ~~[extent to be agreed][possible example outcomes listed below]~~ the following activities:

- ~~High level~~ Agree common terms and definitions.

- This shall include the following definitions:

- “Cyber Security” in the context of the automotive industry shall be defined as:

- “The use of technologies, processes and practices designed to protect networks, devices, services and programs – and the information and data on them – from theft, damage, attack or unauthorized access”

- “The automotive industry” shall be considered to include:

- “Manufacturers, suppliers, maintenance providers and providers of systems that interact with the vehicles (e.g. back end systems and 3<sup>rd</sup> party systems)”

- Identify and consider key risks and threats

- Agree and define principles/objectives to be obtained to address the key risks and threats and any associated timelines for achieving them

- ~~○ Detailed guidance~~

- ~~Assessment~~ Consider existing practice(s), directives and regulations concerning cyber security and their applicability to the automotive industry

- Define detailed guidance or measures for how to meet the objectives/principles. This may include processes and technical approaches

- Consider what assessments or evidence may be required to demonstrate competence/compliance or type approval

- Outputs to be presented to WP.29 for their consideration. This shall include recommendations on the outputs use as a regulation or a resolution and, if applicable timelines, for delivery

- Address Data protection issues. This shall include: ~~[extent to be agreed][possible example outcomes listed below]~~ the following activities:

- ~~Security of data~~

- Agree common terms and definitions, including defining “Data protection” and “Data privacy” in the context of the automotive industry
- Develop recommendations or guidance for the protection of data including personal data, stored data and transmitted data
- Consider and identify key risks and threats
- Consider the implications of data protection legislation and privacy legislation
- Consider what data might be stored in a vehicle or transmitted from it
- Agree and define principles/objectives to be obtained to address the key risks and threats and any associated timelines for achieving them
- Consider existing practice(s), directives and regulations concerning data protection and data privacy and their applicability to the automotive industry
- Outputs to be presented to WP.29 for their consideration. This shall include recommendations on the outputs use as a regulation or a resolution and, if applicable timelines, for delivery
- Address Over-The-Air software updates. This shall include: ~~[extent to be agreed]~~ the following activities:
  - ~~Security aspects~~
  - Implications: Agree common terms and definitions, including defining “Over-The-Air updates” in the context of automotive industry
  - Develop recommendation on security aspects of Over-The-Air updates
  - Consider existing practice, directives and regulations concerning software and its updates
  - Consider the implications related to type approval for software updates, including technical and administrative provisions
  - ~~Implications~~ Consider the implications related to post—registration regulatory compliance and conformity to the type approved
  - Outputs to be presented to WP.29 for their consideration. This shall include recommendations on the outputs use as a regulation or a resolution and, if applicable timelines, for delivery
- Develop relevant recommendations, provisions or documentation;
- Submit its outcome to the IWG on ITS/AD.

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## B. Rules of Procedure

64. The Task Force is a sub group of the IWG on ITS/AD, and is open to all participants of WP.29 and its subsidiary bodies.
75. The Task Force will be chaired by the United Kingdom Department for Transport. The Technical Secretariat will be provided by ~~{To be agreed}~~ OICA.
86. The ~~official~~working language of the Task Force will be English.
97. All documents and/or proposals shall be submitted to the Technical Secretary in a suitable electronic format at least one week before the meeting. The group may refuse to discuss any item or proposal which has not been circulated one week in advance.
109. An agenda and related documents will be circulated to all TF members in advance of all scheduled meetings.
119. All TF documents will be made available on the dedicated UNECE website by the Secretary (<https://www2.unece.org/wiki/pages/viewpage.action?pageId=40829521>).
1210. The TF decisions will be reached by consensus. When consensus cannot be reached, the TF Chairmen shall present the different points of view to the IWG on ITS/AD and seek guidance as appropriate.
1311. The IWG progress will be routinely reported at sessions of the IWG on ITS/AD by the Chair(s) or representative(s).

## C. Timeline

1412. The Task Force is expected to outline its plan (including any steps, deliverables and expected timelines) for presentation to the March meeting of IWG on ITS/AD.
1513. The Task Force is expected to deliver documentation, to the IWG on ITS/AD, detailing its recommendations or provisions on cyber security, ~~Over-The-Air updates~~ and data protection within a year from its first meeting.
16. ~~The Task Force is expected to deliver documentation, to the IWG on ITS/AD, detailing its recommendations or provisions on over the air updates within a year from its first meeting.~~

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