



Expert Workshop on Data sharing

This meeting will
start at 14:00

Feb 25 2021, 14:00 – 16:00 Teams meeting



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Work Programme



Agenda afternoon workshop

- 14:00 Way of working
 - Assignment of topics from morning to break-outs
- 14:10 Start of break-outs
- 15:40 Plenary: Wrap up
 - [Padlet](#) discussion: Directions for the future
- 16:00 Meeting end

Break-outs

Teams / 25 October 2021

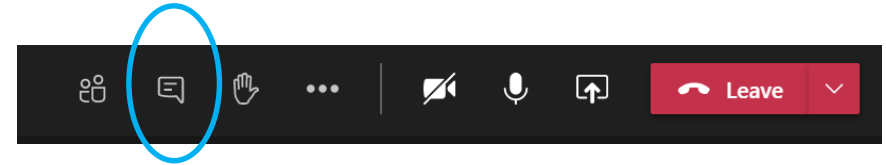


ARCADE-ERTRAC joint stakeholder workshop

Monday, March 1, 2021

Way of working for afternoon

- Break-outs:
 - Going to break-out: see link in your mail
 - Questions: Chat box
 - Only speakers use camera
 - Interaction mostly through Padlet (depending on break-out)
 - Moderator may invite to use your microphone to explain
 - If you leave the break-out session, you will return to plenary session automatically (Resume)
 - Break-out sessions will be recorded
- Wrap-up: return to plenary afternoon session



Break-outs

1. [Principles for industry data sharing](#)
Sytze Kalisvaart, Yvonne Barnard
2. [In-vehicle data selection and analysis](#)
Adrian Zlocki, Johannes Hiller
3. [GDPR in practise](#)
Erik Svanberg, Jo-Ann Pattinsson

Assignment of morning topics: Break-out 1

BO1: Principles of data sharing

Video Data ★

Data from Infrastructure PDI ★

Video data from non-AV projects/partners (cities, public transit, fleet operators) such as from infrastructure cameras or dashcams

Standardisation of data sets or of metadatasets ? ★★

How to trust the aggregated data? Is it validated by a independent body? ★

Speed profiles for streets and their sections per time of day, time of year

How could usage of collected SRTI-data from vehicle be encouraged to be used by road participants? (now collection, not usage focused)

Use of widely supported (not customized) metadata standards

How much time data are in a repository? Will they be destroyed after certain time?

Who owns the data? The user /driver being and the only owner of the data not companies. Property of the data ★

Data monetization (who pays for what data?) Data value chains and revenue sharing with all the contributors ★

Assignment of morning topics: BO1

BO1: Principles of data sharing

Effective anonymization ★

Why having each OEM defining its HD map for Automated driving while we could bring data together in one more centralised data map where each OEM adds his own flavour in their own HD maps

How non personal data is addressed within the automated driving environment? and how it was managed in existing projects like Udrive? Autopilot? and L3 pilot?

Data Governance and Regulatory Sandbox to test data sharing

Rules for data usability and re-usability to avoid misuse of data.

What is the purpose (final objective) of data sharing (for AD and/or Smart Mobility)?

Link to GAIA-X. Link to Mobility Data Space (EU initiative) ★ International perspective. Data exchange with China or US

Assignment of morning topics: BO2

BO2: In-vehicle selection and analysis

Video Data

Use of widely supported (not customized) metadata standards

How much time data are in a repository? Will they be destroyed after certain time?

Who owns the data. Property of the data

The user /driver being and the only owner of the data not companies

Link to Mobility Data Space (EU initiative)★ international perspective. Data exchange with China or US

Effective anonymization ★

How non personal data is addressed within the automated driving environment? and how it was managed in existing projects like Udrive? Autopilot? and L3 pilot?

What is the purpose (final objective) of data sharing (for AD and/or Smart Mobility)?

Assignment of morning topics: break-out 3

BO3: GDPR in practice

Video Data



Consent management (GDPR)



Video data from non-AV projects/partners (cities, public transit, fleet operators) such as from infrastructure cameras or dashcams

Personal vs non-personal data definition.



The user /driver being and the only owner of the data not companies

Impact of ePrivacy Directive and future regulations

Public, easy to find, easy to read, easy to associate purpose declarations of the collected data in the webpages of the companies.

International perspective. Data exchange with China or US

How much time data are in a repository? Will they be destroyed after certain time?

Effective anonymization



Data Governance and Regulatory Sandbox to test data sharing

What is the purpose (final objective) of data sharing (for AD and/or Smart Mobility)?

Let's move to the break-outs

See your e-mail for links

1. [Principles for industry data sharing](#)
Sytze Kalisvaart, Yvonne Barnard
 2. [In-vehicle data selection and analysis](#)
Adrian Zlocki, Johannes Hiller
 3. [GDPR in practise](#)
Erik Svanberg, Jo-Ann Pattinsson
- Afterwards, return to this [plenary session](#)
 - Lost all mails? See chat box for links

Wrap and next steps

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Wrap-up and next steps

- [Wrap-up slides](#)



Conclusions Break-out 1

DRAWING CONCLUSIONS 

- What can be shared: Accident videos are often considered more critical in terms of data privacy but arguably most important data for safety research
- Aggregation:
 - Translate into scenarios and labelled driving sections
 - You need more apart from scenarios for a full system assessment
- Conditions for sharing
 - Depending on who pays for the data collection: if public funds were used, data should be public
 - Ego vehicle is not analysed by external parties
 - Clarify data sharing rules at start of partnership
- Public safety findings
 - Perhaps an approach similar to software vulnerabilities exposure can be used ([CVE](#))
- Best practices
 - Publicly disclose what data is or will be collected
 - If the data already exists: inform the (prospective) data user about why the data was gathered and what the data was gathered for

Wrap-Up BO2

- 15 persons in Bo
- Make aware of and re-use of existing data formats
- ASAM activities is something that projects should have in mind
- There seems to be a clear separation between engineers and legal entities.
- Should public authorities provide HD maps for their public roads?
- When is raw data needed? When aggregated? What frequencies?
- For in-vehicle processing, pre-selection and aggregation needs to be done
- When collecting data in the vehicle, we are mostly limited to one use-case
- Data sharing in real-time has other requirements



ARCADE Data Sharing in Research WRAP UP

Breakout 3: GDPR in practice

Moderators:

Dr Jo Pattinson
University of Leeds

Erik Svanberg
SAFER

- ❖ Challenges in sharing personal data- video data
- ❖ Using GDPR as an excuse not to share?
- ❖ Academic/research exceptions
- ❖ Data minimization deep-fakes in vehicles
- ❖ Companies worried they have not their IT and org measures in place- reluctance
- ❖ Reluctant to trust non EU countries
- ❖ Regulatory Sandbox
- ❖ Participant Consent- consent chains
- ❖ Privacy notice linked to a website that advises re secondary purposes
- ❖ Asking permission in the vehicle
- ❖ T&C for consent - too many to compute
- ❖ Default preferences for data sharing preferences instead of agreeing every time





Thank you for joining!

The ARCADE team

