What topics should be addressed in data sharing?

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Video Data

Can we use synthetic deep fakes, still keeping expressions but "pseudonized" faces. This could also be used for number plates.
— **ANONYMOUS**

Consent management (GDPR)

This will be discussed in the afternoon break out 3 session!
— **ANONYMOUS**

Ability to choose to share own data for public use and disabling the use of own data for commercial purposes — **ANONYMOUS**

Data from Infrastructure PDI

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

This needs the owner of the video data (local highway authorities, cities etc) to have a data protection policy that allows for the sharing of the data for the purposes of improving the management of the highway and then a specific data sharing agreement.
— **ANONYMOUS**

Question to comment above: Can these data protection policies be uniform/standardised across the EU because they're currently not! And very different when it's a public fleet like public transit buses or a private fleet operator such as delivery vehicles — **ANONYMOUS**

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..

This data isn't always held by highway authorities and can be expensive to buy from from traffic or mobile phone providers.
— **ANONYMOUS**

or it can be built up by the highway or especially city authorities themselves. — **ANONYMOUS**

Link to GAIA-X

Link also to BDVA — **ANONYMOUS**

Effective anonymization

and the costs of blurring facial features — **ANONYMOUS**

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

owner=controller — **ANONYMOUS**

It is important to break monopoly of Google etc but also of carmakers to enable maximum data innovation ability.
— **ANONYMOUS**

Ability to choose to share own data for public use and disabling the use of own data for commercial purposes — **ANONYMOUS**

Data value chains and revenue sharing with all the contributors

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

Issue around data compatibility, so standards are required.
— **ANONYMOUS**

If the cities road agencies have the task and the budget to provide HD maps this would be the best solution. The topic would be understood as part of infrastructure investments. If you build/maintain a road as a city / land you must build the digital mirror of the road in virtual world. — **ANONYMOUS**

Also this would enable instant update of traffic accidents, road works, big events (marathon, cycle competition, demonstration) in that public hd map. — **ANONYMOUS**

Also further benefits would be possible. The police department would be able to divert the traffic flow to other routes in case of a criminal chasing, fire and similar. — ANONYMOUS

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?

Property of the data

Link to Mobility Data Space (EU initiative)

How could usage of collected SRTI-data from vehicle be encouraged to be used by road participants? (currently 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

Ability to choose to share own data for public use and disabling the use of own data for commercial purposes — ANONYMOUS

Data monetization (who pays for what data?)

Ability to choose to share own data for public use and disabling the use of own data for commercial purposes — ANONYMOUS

Personal vs non-personal data definition.

Data Governance and Regulatory Sandbox to test data sharing

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

Impact of ePrivacy Directive and future regulations

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)?

AD will stay a learning and constant improvement landscape
— ANONYMOUS

Purpose 1: providing independently assessible AD functionality
— ANONYMOUS

Purpose2: providing proof grounds for deadly AD events
— ANONYMOUS

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