Task Force on Autonomous Vehicles
Cybersecurity and Long-Term Policy Subcommittee

Policy recommendations from July 24, 2018 subcommittee meeting to be discussed during August 6, 2018 meeting.

1. To aid with transparency with the testing process, and to increase public trust in autonomous vehicle design and cybersecurity practices, and to aid in the effort to protect critical infrastructure, the subcommittee encourages manufacturers to work with recognized industry information sharing entities.

2. The subcommittee recommends that an independent workforce study be conducted.

3. The subcommittee recommends including the following value principle statements in the 2018 report:
   a. Policy development for autonomous vehicles should further Oregon’s existing goals and objectives, including transportation, safety, greenhouse gas emission reduction, land use planning, and development, and economic development.
   b. Policy makers are evaluating both the impacts and opportunities the deployment of AVs will have in communities. In many cases, decision-makers are aiming to shape policies to ensure AVs can improve traffic safety, decrease congestion, boost transportation choices, protect consumers, and support a strong economy. [The private sector should be asked to share useful information.] Useful information and data will be necessary to assist in that effort, while protecting consumer privacy and proprietary information.

If the Task Force decides on standards for deployment, the subcommittee would like to include the following policy recommendation addressing Consumer Privacy:

Information Privacy for Deployment
   a. The manufacturer shall either:
      1. Provide a written disclosure to the driver of an autonomous vehicle, and for vehicles that do not require a driver, the passengers of the vehicle, that describes the personal information collected by the autonomous technology that is not necessary for the safe operation of the vehicle and how it will be used; or,
      2. Anonymize the information that is not necessary for the safe operation of the vehicle.
   b. With respect to a vehicle the manufacturer sells or leases to a customer, if the information is not anonymized, the manufacturer shall obtain the written approval of the registered owner or lessee of an autonomous vehicle to collect any personal information by the autonomous technology that is not necessary for the safe operation of the vehicle.
   c. A manufacturer shall not deny use of an autonomous vehicle to any person on the basis that they do not provide the written approval specified in subsection (b) of this section.

Commented [CH1]: Siva Narendra recently sent the task force a memo on the need to protect critical infrastructure, and I think it would be good to include it here.

Commented [CH2]: It’s probably more than just the private sector (as Carrie’s memo mentioned, we probably don’t know all the players here yet) who needs to share information, I think, so perhaps we phrase it this way.