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TRANSPORTATION RESEARCH BOARD

# June 2016 Executive Committee Policy Session

## Connected Vehicles Report

June 23, 2016

# Illustrative Issues

1. Connected vehicle raises safety concerns from cyber threats
  - Vulnerability to hacking of steering, throttle, brakes, exterior lighting, etc.
  - These concerns could slow public's acceptance of automated safety systems that are otherwise beneficial and in the public interest
2. Transportation agencies have a stake in ensuring that vehicles/traffic are not vulnerable to cyberattack
  - Agencies have responsibility for protecting public safety, efficient and orderly traffic flows, valuable public infrastructure/assets
3. Essential that public is confident that personal information is protected from cyber threats
  - Range of personal information vulnerable—from transit fare payment info to GPS tracking of personal movements
4. Need to ensure that technology introduction does not outpace safety assurance mechanisms
  - Need for timely and well-informed regulations and industry consensus standards

# Possible TRB Actions

## Connected vehicle raises safety concerns from cyber threats

- TRB can host roundtables allowing dialogue among OEMs, suppliers, cybersecurity experts

## Transportation agencies have a stake in ensuring that vehicles/traffic are not vulnerable to cyberattack

- TRB can leverage its connections to state and local transportation agencies to hold conferences and workshops that convene infrastructure and vehicle suppliers from all modes (trucks, buses, auto..)

## Essential that public is confident that personal information is protected from cyberattack

- TRB role ????? Policy study?

## Need to ensure that technology introduction does not outpace safety/security assurance mechanisms

- TRB can encourage research to inform standard-setting, perhaps through CRP

# General recommendation

All relevant research should involve assessments of cybersecurity vulnerabilities