

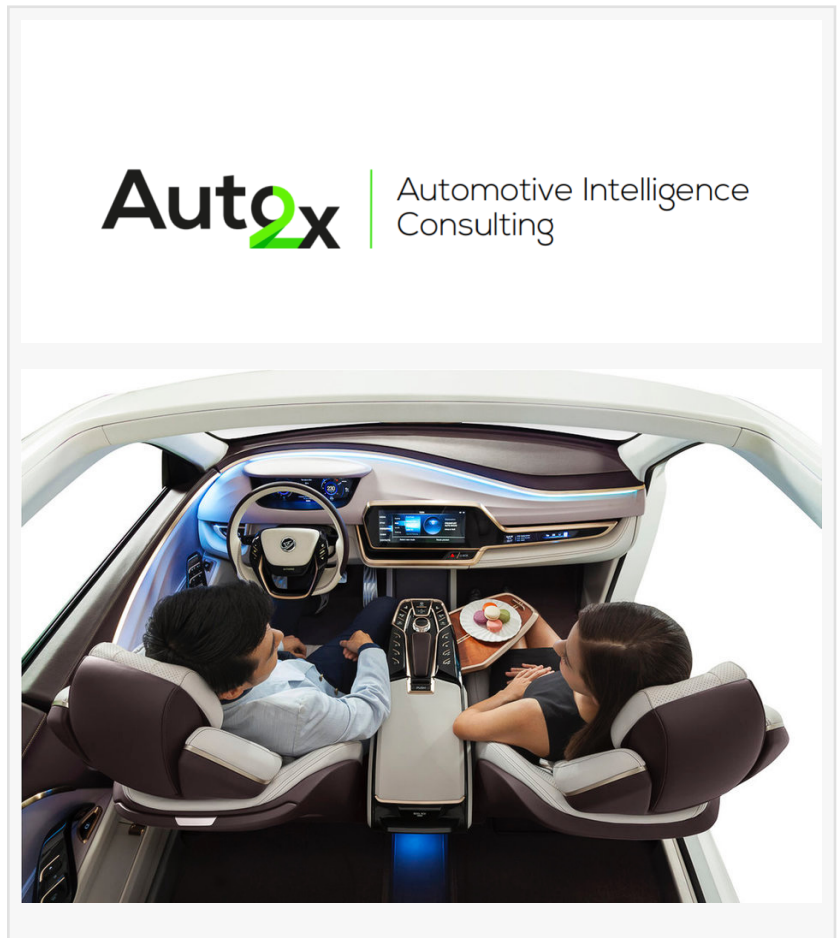
Regulation for Autonomous, Connected and Secure cars-report

Auto2x's new report provides analysis of the regulatory status and timeline for Autonomous Driving, Automotive Cyber Security & V2X in major car markets

LONDON, UNITED KINGDOM, September 21, 2017 /EINPresswire.com/ -- Auto2x expands its "[Autonomous, Intelligent & Secure car](#)" research portfolio with the addition of a new report which analyses the regulatory landscape for the transition from Supervised to Unsupervised-Driving (SAE Level 4-5) to allow deployment of higher levels of autonomy. Since the future is also Secure and Connected, our analysis also provides insights on regulatory developments in Automotive Cyber Security and V2X (V2V-V2I).

Key findings:

- 2017 will see the introduction of technology that allows "eyes-off" the road



The first-ever SAE Level 3-automated driving system in Audi's flagship A8 has already been announced but customer availability is subject to regional regulatory approval. What's more, there are inherent differences between the regulatory and legal framework across major car markets, i.e. Europe, the USA and China. This could adversely affect harmonisation of common standards and also delay the adoption of higher vehicle autonomy.

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As the automotive and technology industries race to higher vehicle autonomy the regulatory barrier becomes a determinant of their commercialisation strategies”
Auto2x

- As regulation shifts from driver-centric to Automated Driving Systems worldwide harmonisation challenges deployment

Amendment of international regulations as well as national traffic laws in will soon give the green light for deployment in Europe but will there be regional inconsistencies between what's legal and what's not between the world's leading car markets?

- New data recording requirements for L3 and the liability shift present challenges and opportunities

for the auto value chain

The transition of control between the driver and the system has been met with mixed reactions with concerns over safe transition control resulting to some carmakers announcing plans to skip L3 altogether and target L4 directly. Data recording and sharing capabilities when Level 3 systems are active will be key for accident reconstruction and determination of liability in higher levels of autonomy.



- Cyber Security is the new frontier for Automated and Connected Cars

Connected Car security needs to expand from its Physical dimension to cover the Cyber-Physical dimension and from the In-Vehicle-Network to the Internet-of-Things. While recent “white hack” demonstrations have raised awareness of the risk the automotive industry faces amid the proliferation of Connected Cars, connected devices and V2X, the slow progress of regulation and the absence of common standards restrict adoption of ACS solutions.

- Standardisation of the medium for V2V-V2I, i.e. DSRC vs cellular, restricts deployment

Even though V2V-V2I communications are not a technical prerequisite for Level 3 or higher, they can enhance safety by helping to overcome the limitations of on-board ADAS sensors, e.g. line-of-sight, weather conditions.

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