

FTC Connected Cars Workshop: Privacy, Security Issues Related to Connected, Automated Vehicles

June 28, 2017

Closing Remarks

Transcript

TOM PAHL: I'm not going to take long. Great. All right. Good afternoon, everyone. I'm Tom Pahl. I'm the Acting Director of the FTC's Bureau of Consumer Protection. I'd like to begin today by thanking our partners from NHTSA who helped make this day possible, as well as the extremely impressive roster of speakers and panelists that we've had here today.

I'd also like to thank our audience, including those like me who watched a lot of the proceedings today on the webcast, and those who were participating on Twitter. As Acting Chairman Ohlhausen remarked this morning, developments in the Connected Car space are transforming all of our lives.

We heard today about some of the benefits consumers can expect from this technology-- fewer accidents, less traffic congestion, and increased independence for senior citizens and those with disabilities. Apparently, there also are some benefits from raccoons from what we have seen today, as well.

We've also heard though, of course, that these new technologies will bring new challenges, as well. These technologies generate enormous amounts of data, some of which are likely to be highly personal. Additional car companies will have to address cybersecurity risks.

The FTC has long been committed to protecting consumer privacy and preventing unreasonable cybersecurity practices. This workshop is yet another signal that the Commission will remain on the front lines in dealing with these challenges. In coordination with our federal partners, we will work to protect American consumers while that same time supporting industry to pave the way for continued innovation and growth.

I'd like to highlight several takeaways from our conversation today. First, going forward, it will be important for the multitude of stakeholders to develop and follow robust practices for their handling of the information that Connected Cars generate. We heard about some positive steps that industry already is taking. The Alliance of Automobile Manufacturers and the Association of Global Manufacturers have developed a set of consumer privacy protection principles which we encourage companies to follow.

For our part, we put out a lot of guidance for businesses on privacy best practices which can be found at business.ftc.gov. And I'd also encourage you to follow our business blog at the same site. You can even sign up to get updates by email.

Second, given the potential increase in threat vectors, it will continue to be important for industry to share cybersecurity and threat information to organizations like the Auto ISAC.

For our part, we have tried to encourage the development of ISACs. For example, in April 2014, the FTC and DOJ released an antitrust policy statement on the sharing of cybersecurity information among competitors. The statement concluded that antitrust laws are not a roadblock to legitimate cybersecurity information sharing. Through this statement, our aim was to foster additional cooperation through ISAC.

In the Connected Car space, I'd like to commend the framework for automotive cybersecurity best practices issued by the Auto ISAC and reiterate our support for such efforts.

Finally, to ensure that consumers can realize the multitude of potential safety and convenience benefits from Connected Cars, government agencies at all levels must coordinate to avoid overlap and duplication of efforts.

When it comes to innovation, we don't want to slam on the brakes or even ride on the brakes. To this end, some ideas for government agencies include developing additional inter-agency working groups, formalizing cooperation through an MOU or other type of agreement, or otherwise dividing up our areas of responsibility.

We invite your ideas on these specific ideas as well as more generally on all of the topics that have been discussed here today. Comments are due by July 31, 2017 and can be filed through the Workshop Comment page of the FTC's web site.

Let me conclude by thanking the Workshop Team for putting on this terrific event today. In particular, Karen Jagielski, Peder Magee, Kate White, Nathan [INAUDIBLE], Amber Howe, and Oliver Shu of the Bureau of Consumer Protection, Mike LeGower of the Bureau of Economics, Phil Atkinson from the Office of Policy Planning, and Donna Shade from NHTSA.

I'd also like to thank Dawn Bouchard and Crystal Peters from our event planning team. I'd like to thank Bruce Jennings and Tony Carter from our web team. And finally, but not-- and finally, Juliana Gruenwald Henderson from our Office of Public Affairs.

Thank you very much for all of your contributions today and safe travels to everyone on your way home.

[APPLAUSE]