



AUTO ALLIANCE
DRIVING INNOVATION®

GlobalAutomakers

July 1, 2014

Mr. David J. Friedman
Acting Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E., West Building
Washington, D.C. 20590

Re: Cybersecurity Initiative by the Alliance of Automobile Manufacturers and the Association of Global Automakers

Dear Administrator Friedman:

The Alliance of Automobile Manufacturers (Alliance)¹ and the Association of Global Automakers (Global Automakers)² write to inform you of the activities we have undertaken to address cybersecurity, with the goal of establishing a voluntary automobile industry sector information sharing and analysis center or other comparable program for collecting and sharing information about existing or potential cyber-related threats and vulnerabilities in motor vehicle electronics or associated in-vehicle networks (Auto-ISAC). As vehicle manufacturers continue to develop new and innovative technologies to help improve safety, reduce emissions, and enhance convenience, there is a strong focus on maintaining the integrity of these systems.

Despite the absence of reported cybersecurity incidents affecting vehicles on the road to date, we are taking action to prepare for possible future threats. Consequently, we are jointly working towards establishing a mechanism for sharing vehicle cybersecurity information, threats, warnings and incidents among industry stakeholders.

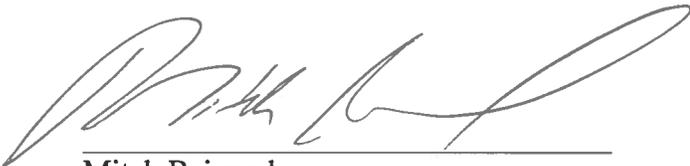
¹ The Alliance is a trade association with the following members: BMW Group, Chrysler Group LLC, Ford Motor Company, General Motors Company, Jaguar Land Rover, Mazda, Mercedes-Benz USA, Mitsubishi Motors, Porsche, Toyota, Volkswagen Group of America, and Volvo Cars.

² Global Automakers is a trade association with the following members: American Honda Motor Co., Aston Martin Lagonda of North America, Inc., Ferrari North America, Inc., Hyundai Motor America, Isuzu Motors America, Inc., Kia Motors America, Inc., Maserati North America, Inc., McLaren Automotive Ltd., Nissan North America, Inc., Subaru of America, Inc., Suzuki Motor of America, Inc., and Toyota Motor North America, Inc.

Attached is the agreement between the Alliance and Global Automakers to undertake this cybersecurity initiative. As NHTSA continues its own cybersecurity research, we invite the agency's suggestions, recommendations, and observations regarding our activities.

Sincerely,
Alliance of Automobile Manufacturers, Inc.

Association of Global Automakers, Inc.



Mitch Bainwol
President and Chief Executive Officer



John Bozzella
President and Chief Executive Officer

Enclosure (Attachment)

Attachment
Agreement between the Alliance of Automobile Manufacturers, Inc. (“Alliance”) and the Association of Global Automakers, Inc. (“Global”) for establishing a Cybersecurity Initiative

The Alliance and Global Automakers agree to establish: (1) an interim sharing mechanism to address auto sector cybersecurity matters today and (2) a joint work group comprised of industry stakeholders to lead the research, analysis and due diligence necessary for the development of a voluntary automobile industry sector information sharing and analysis center or other comparable program for collecting and sharing information about existing or potential cyber-related threats and vulnerabilities in motor vehicle electronics or associated in-vehicle networks (“Auto-ISAC”) that is appropriate to the needs and particular circumstances of the automobile industry sector.

Establish a Joint Cyber Technical Committee for Interim Coordination. The Joint Cyber Technical Committee will serve as an interim mechanism to share information and collaborate on near-term cybersecurity-related matters during the process of evaluating the establishment of an Auto-ISAC. In recent weeks, members of the Alliance and Global Automakers provided NHTSA with points of contact to enable effective communication on cybersecurity issues. The Cyber Technical Committee, which is subject to appropriate antitrust and confidentiality considerations, will serve as an interim mechanism for the exchange of vehicle cybersecurity information among its respective members and provide appropriate government agencies with a mechanism for sharing cyber-threat and related information.

Establish a Cyber Policy Working Group for Program Organization. The primary focus of the industry’s efforts is the establishment of a working group to perform the research and planning needed to identify the appropriate structure, scope, governance, policies, and funding mechanisms necessary to form an Auto-ISAC. The first step in the process will be to develop a Project Management Plan that will outline a series of strategic milestones and objectives, and will define actionable steps and corresponding deadlines to accomplish these goals. The industry working group will meet regularly to ensure that progress is being made toward the goals and objectives. We anticipate completing the development of the Project Management Plan by the end of the Third Quarter, 2014.

Included in the Project Management Plan will be the following key actions:

1. **Industry Engagement Work Sessions.** The Alliance and Global Automakers will organize a series of industry work sessions focusing on issues related to the applicable laws (including laws regarding antitrust, the Freedom of Information Act, and Federal Advisory Committee Act), funding and governance of an Auto-ISAC. These sessions are important for potential industry participants, including manufacturers and suppliers, so that they can clearly understand the various ways an ISAC could function in the auto sector, where there currently is no industry

owned or operated critical infrastructure, and be able to evaluate the value of membership in such an organization. These industry work sessions will be held in accordance with the Alliance and Global Automakers antitrust policies and will include input from subject matter experts and other stakeholders, where possible.

2. **Develop Statement of Interest.** Following the work sessions, those industry stakeholders voluntarily wishing to continue to participate in the process would demonstrate such intent by signing a basic, non-binding “statement of interest”, to be prepared by or at the direction of the Alliance and Global Automakers. Interested industry stakeholders would then determine the further steps needed to establish an Auto-ISAC.
3. **Develop Request for Proposal.** The Auto-ISAC would be a separate non-profit corporate entity that exists outside of the Alliance and Global Automakers. Therefore, it may be appropriate to develop a Request for Proposal (RFP) seeking a third-party that would work with interested industry stakeholders to develop the Auto-ISAC. Third-party activities could include the development of the operational rules and procedures, antitrust and confidentiality policies, scope and functionality, membership criteria, analysis of the total cost of operations, etc. The Alliance and Global Automakers would provide additional administrative assistance to support the process where appropriate.
4. **Progress Reports.** The Alliance and Global Automakers intend to provide periodic status reports to NHTSA to update the agency on our progress in working towards the establishment of an Auto-ISAC.

Participation in any of these activities would be voluntary and should not be considered legally binding or construed as creating a legal right or obligation. Neither the Alliance nor Global Automakers can bind or obligate any of its members to participate.

Dated: June 30, 2014