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Intelligent transport systems — System architecture — Privacy aspects in ITS standards and systems

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Contents

Page

Foreword iv

Introduction v

1 Scope 1

2 Terms, definitions and abbreviated terms 1
2.1 Terms and definitions 1
2.2 Abbreviated terms 2

3 Background 2
3.1 Origin and basis of this Technical Report 2
3.2 Privacy requires security 3
3.3 The investigative process 3

4 Recommendations 5
4.1 Basis of recommendations 5
4.2 Avoidance of harm 5
4.3 Fairly and lawfully 5
4.4 Specified, explicit and legitimate purposes 5
4.5 Explicit and legitimate and must be determined at the time of collection of the data 5
4.6 Not further processed in a way incompatible with the purposes for which they are originally collected 5
4.7 Not to be disclosed without the consent of the data subject 6
4.8 Adequate, relevant and not excessive in relation to the purposes for which they are collected 6
4.9 Accurate and, where necessary, kept up to date 6
4.10 Identification of data subjects for no longer than is necessary for the purposes for which the data were collected 6
4.11 Restriction to those who have a demonstrable "need to know" 6
4.12 Clear and accessible 7
4.13 Security safeguards 7
4.14 Cumulative interpretation of multiple recommendations 7

Annex A (informative) **Data privacy Framework, Directives and Guidelines** 8

Annex B (informative) **Example of national implementation of guidelines** 9

Annex C (informative) **Examples of the principle of "cumulative interpretation"** 11

Annex D (informative) **Security-related International Standards** 14

Bibliography 17

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

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The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

In exceptional circumstances, when a technical committee has collected data of a different kind from that which is normally published as an International Standard ("state of the art", for example), it may decide by a simple majority vote of its participating members to publish a Technical Report. A Technical Report is entirely informative in nature and does not have to be reviewed until the data it provides are considered to be no longer valid or useful.

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Introduction

Intelligent transport systems (ITS) are intrinsically linked to the movement and exchange of data. Some of these data are purely situational or anonymous, however several, either by themselves or as part of multiple data concepts, which independently can be purely situational or anonymous, taken together can provide personal information.

In the modern world, it is often neither possible nor desirable for information to always be anonymous, therefore, the privacy of data is protected around the world by data privacy and data protection regulations.

While the evolution and development of ITS technology provides many opportunities for the provision of increasingly sophisticated ITS services mostly designed for the benefit of users, when designing ITS systems and standards it is imperative that, as part of the fundamental design, the legal and moral requirements for the privacy and protection of data be taken into account at an early stage of system design. This is not only desirable from a moral point of view, but is required in order for a system or standard to be legally compliant. This means taking into consideration not only the potential use, but also protection against misuse of data in a system.

Specific data privacy protection legislation is generally achieved through national legislation and this varies from country to country. The general principles are geographically common, however, and due to provisions made by trading blocks such as the European Union and APEC, there are many universal aspects to data privacy and data protection.

Users tend to interpret these guidelines in the context of their national laws. For users in EU member states, *Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data* and its successive instruments are mandatory within these states. International courts are likely to give precedence to a combination of the *OECD Guidelines on the Protection of Privacy and Transborder Flows of Personal Data* (OECD Guidelines) and either Directive 95/46/EC or the *APEC Privacy Framework*, as appropriate.

Using the guidelines espoused by Directive 95/46/EC, the *APEC Privacy Framework* and the OECD Guidelines, this Technical Report provides guidance to developers of ITS standards and systems on general data privacy and protection aspects for the fundamental architecture and design of all ITS standards, systems and implementations.

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Intelligent transport systems — System architecture — Privacy aspects in ITS standards and systems

1 Scope

This Technical Report gives general guidelines to developers of intelligent transport systems (ITS) standards and systems on data privacy aspects and associated legislative requirements for the development and revision of ITS standards and systems.

For guidance on specific data protection and data privacy requirements on the subject of ITS probe data, see ISO 24100[1)].

2 Terms, definitions and abbreviated terms

For the purposes of this document, the following terms, definitions and abbreviated terms apply.

2.1 Terms and definitions

2.1.1
accountability
responsibility for complying with measures, making compliance evident, and the associated required disclosures

2.1.2
collection limitation
limit to the collection of personal data

2.1.3
data protection
use of means such as legal safeguards to prevent the misuse of information stored on computers, particularly information about individual people

2.1.4
data quality
standard of acceptability of accuracy of personal data

2.1.5
individual participation
right of an individual to have access to personal data held about the individual and the ability to challenge and correct such data

2.1.6
openness
policy of openness about developments, practices and policies with respect to personal data

1) To be published.

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