

Position statement for

# “W3C Workshop on Data Models for Transportation”

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My relevant background for this workshop:

- Privacy & consent: **Leading consortium member of SPECIAL** (<https://www.specialprivacy.eu/>), Proximus, incumbent Belgian telecom operator
- Ontology: **Active member of the W3C** community group on data privacy vocabularies and controls <https://www.w3.org/community/dpvcg/>
- Business cases: Creator and cloud operator of the **MyAnalytics** platform (sim card based location monitoring), with point of interest for this workshop: journey analytics <https://www.proximusanalytics.be/website/en/solution/journey-analytics>

Main position statement

**The interoperability of personal data is a cornerstone of the data economy**, but there is still a long way ahead before personal data can flow freely in that economy (especially under the GDPR law). The business case and telecommunication related use case is all about **sharing of personal data with other commercial partners** for adjacent and/or complementary services. Transport is an adjacent area for a telecommunication operator like Proximus.

Workshop topic: Privacy & consent - data considerations for the capture and representation of usage limits and consent grants

Building on top of the work that was done in the W3C community group on data privacy vocabularies, we are very interested in the inter-operability of personal data in the context of transportation, statistics, product design and market research. Although promising, concepts like “sticky policies” are key to entire ecosystems to become inter-operable, but there are also major difficulties.

Policies and an adequate policy language are needed to convert consent given by a user into a non-ambiguous machine-readable format. Thorough research has been done by the SPECIAL project and a prototype policy language has been designed for the use cases, including a compliance checker algorithm.

The current investigation areas of interest for Proximus are building on top of SPECIAL and include:

- **Sticky policies’** practical implementation (assuming semi-trustworthy parties or better)
- **Negation** in a policy language (“you can track my location **anywhere except here** and here”)
- **Dynamic consent**, applying machine learning techniques on the user’s consent-giving behaviour to reduce the number of consent requests

- Usefulness of **privacy preserving techniques** for sharing personal data and the need (or not) of asking consent. Will Secure Multiparty Computation and Bloom filtering work on a handset in terms of bandwidth and processing power?

#### Workshop topic Profiles, an ontology for drivers, passengers, delivery recipients...

In the work for MyAnalytics and the journey analytics reports, the need for an ontology arose quickly to identify properly a tourist vs a passenger vs a commuter vs a person in transit. It is a challenge to maintain and explain a proper definition and understanding of each throughout a software application as well as having the end-user understand the used definitions and resulting insights in the same way. A clear and open standard transport ontology would greatly improve easiness of understanding for end-users.

#### Workshop topic: Business cases and need for open, inter-operable standards in transportation space

A multitude of adjacent business cases are possible for a telecommunications operator if these open standards are available. Some examples:

- Road user charging using vehicle info (automatic number plate recognition) or counting the number of persons inside a vehicle for the right to use an express lane.
- Circular migration of non-resident people staying in a member state for a few months per year for retiring or seasonal working. There are no official statistics currently available.
- Drone packet delivery. Belgian air space is being opened for drones flying with sim card based tracking.